RoadRunner

BRITISH COLUMBIA
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Ministry of Transportation and Infrastructure

Staff Newsletter September 2008

Staff Shine at Sea-to-Sky Slide

Submitted by Nancy McLeod, Road Runner Editor

Ask anyone who dealt with this summer's Sea-to-Sky Highway landslide how it was, and you'll see their eyes sparkle.

"I really enjoyed it, and I appreciated being asked to contribute," says Chief Geotechnical, Material and Pavement Engineer Mike Oliver.

What's fun about being called out of bed around 1 a.m., getting soaked in the rain five times, and working almost around the clock on a summer long weekend, with the eyes of the world upon you?

Well, for employees at the Ministry of Transportation and Infrastructure, who worked to re-open Highway 99, after the massive landslide at Porteau Cove, the experience appears to be a career highlight. All of them went through some of the discomforts and pressures listed above, and some of them went through all those trials.

For them, the glow comes from performing a colossal job, quickly and safely. These individuals, together with employees from Peter Kiewit Sons, Miller Capilano Highway Services, Metro Blasting and Thurber Engineering have much to be proud of – stabilizing the slope above, clearing about 16,000 cubic metres of rock and restoring the full use of the highway during its busiest season – all in less than four days. There was also a host of people addressing the human impacts of the slide.

"The themes that came through in managing the situation were safety and communication," says South Coast Regional Director Tracy Cooper. "If there had been one person injured it would not have been a success."

At the same time, there was a need to restore the route as quickly as possible – given the economic impacts on Squamish and Whistler, from being cut off from Vancouver.

Tracy was front and centre of the action, taking on the role of incident commander. He received a call from the RCMP, informing him of the landslide, just after he had gone to bed on Tuesday evening, July 29. Tracy quickly contacted the Provincial Emergency Program, Concessionaire Peter Kiewit, and Miller Capilano Highway Services to notify them of the situation. Next, he alerted DriveBC, Highways ADM Mike Proudfoot and the Public Affairs Bureau.

Mike Oliver held media briefings three times a day, responded to media enquiries from Canada, Hong Kong and France, and almost lost his voice.

Mike and the Media

Mike Oliver had originally planned to attend a morning meeting on Wednesday, July 30, in Vancouver. However, he was diverted to the Sea-to-Sky office where he met with Mike Proudfoot, Chief Operating Officer Peter Milburn, Sea-to-Sky Senior Project Director Grant Lachmuth and Project Director Rob Ahola. "I had only planned to be away one night, but this was too exciting not to be a part of," says Mike.

continued on page 3...

Editor's Note

Many stories of extraordinary efforts came in for this issue of Road Runner. Ministry and contractor staff spent extremely long hours at work on the Sea-to-Sky slide. CVSE's Rob Richardson travelled to a developing (and dangerous) country to lend his expertise to the investigation of a horrific bus crash. About 30 people spent their long weekend rescuing Western Toads when the annual toadlet migration went badly off-track.

I was struck by the diligence and integrity of all these people.

Then I saw a photo that captured it all for me. It's the one here of two tiny toadlets, on the edge of destruction, on Highway 19. It spoke to me of how closely involved people in this ministry are with so many diverse activities, and how sometimes we give up our time or comfort or other personal interests, to protect people and other living things.

Photo by Len Sielecki

These are worthwhile and noble undertakings. It's something that everyone in the Ministry of Transportation and Infrastructure can be proud of, because we all contribute in some way, as part of this organization.

By the way, the volume of Road Runner submissions for this edition surpassed my wildest expectations. It's always great to see what everyone is up to – keep those stories and photos coming!

Who said summer was the quiet time?

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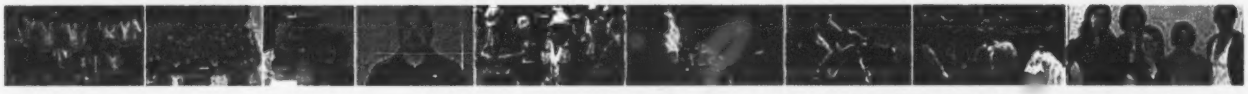
RoadRunner Contents, September 2008



Staff Shine at Sea-to-Sky Slide page 1
Editor's Note 2
New ADM Brings Energy, Experience to Diverse Portfolio 5
Thousands Stroll William R. Bennett Bridge on Opening Day 6
Pacific Gateway Goes to Asia and Dubai 8
Gateway Gets Environmental Certificates 10
Cariboo Connector Update 11
Introducing IDB (Instead of MIB – Men in Black) 12
New Branch Alert! 13
Annual Road Check Brings Agencies Together 14
Project Manager Conference Enlightening 15
Green Light System Reduces Fuel Use, Emissions 17

Employee Advisory Forum
- Getting the Most Out of your Employee Performance and Development Plan 18
- Employee Advisory Forum Revisited 19
- The Eyes of Executive – Making Presentations 19

HR Update: Four Generations at Work 20
Mike Proudfoot Views Developments, Serves Up Burgers 21

The Provincial Transit Plan
- Come Ride with Us… Outside Metro Vancouver! 22

"Toadal" Response Taken to Amphibian Rescue 23
Toad on the Road II – The Sequel 24

Getting There Green
- Project Managers Go Green to Conference 26
- Recommended DVD 26
- Ride-Share Week October 6-10 26

Battling Invasive Alien Species 27
"No Kidding Around" – Highway 97 Project is Complex 28
Merritt Containment Facility Addresses Environmental Concerns 29
CVSE Embarks on Hybrid Technology 30
Health and Safety Week Celebrated in South Coast Region 30
Inspectors Oversee Blade Transport for Pioneer Wind Energy Project 31

You're a Winner!
- Darren Kennedy Winner of Inspector Challenge 2008 32
- Planning and Policy's Design Diva 33
- A Note of Appreciation to all Administrative Support Staff 33
- Report a Forest Fire Lately? We Did! 34
- Undergrad Degree Attained with Ministry Support 34
- Nelson and Nakusp Celebrate Public Service Week 35
- Inspector Ben Bikes to Work 36
- Olympic Cyclist in the Family 36

Project Pride Depicted in Poster 37
A Picture Paints a Thousand Words, or more…? 37

On the road again
- Transportation Observations in Cuba 38
- Guatemalan Bus Crash Investigated by CVSE Staffer 39
- Living the Dream – Fireworks, Festivities and the Great Wall 40
- Water Cube and Beijing Judged as Dazzling 42

Community Events!
- Heart and Stroke Big Bike – Brenda's Bikers 43
- CVSE Employees Wave the Flag 44

Highway Wheelers Raise Research Funds 44
Annual South Interior Region Barbecue – July 29 45
SIR and NR Face Off in "Kick Some Grass" 46
Kamloops "Dirty Dozen" Claim Inter-Ministry Title 46

TRAN Who's Who!
- Hostage Crisis in Island District Office 47
- Brian Atkins, District Operations Manager 48
- The Changing Face of Field Services 48

You never know what you'll see
- CVSE Catches Bad Combo 50

Onto New Vistas
- Greg Loewen's Retirement Celebration 50
- Kathie Miller Moves onto Travel Adventures 51
- Tom Bayntun – 35 Plus Years of Public Service 51
- Ken Cullen Retires After 36.5 Years with Ministry 52

Staff Roundup 53

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Staff Shine at Sea-to-Sky Slide page 1
Editor's Note 2
New ADM Brings Energy, Experience to Diverse Portfolio 5
Thousands Stroll William R. Bennett Bridge on Opening Day 6
Pacific Gateway Goes to Asia and Dubai 8
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Olympic Cyclist in the Family 36
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CVSE Employees Wave the Flag 44
Highway Wheelers Raise Research Funds 44
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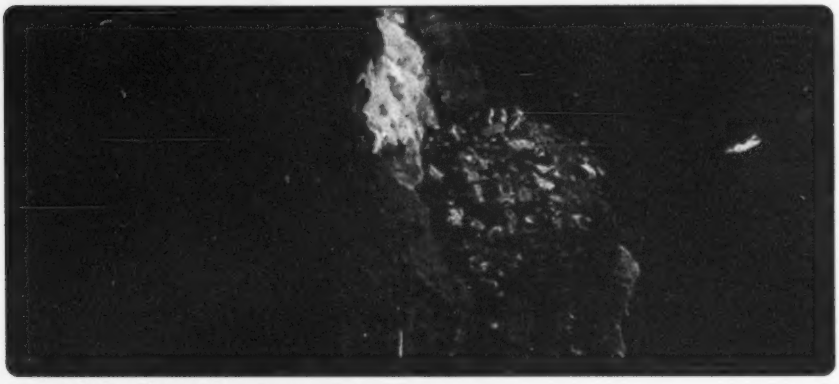
Staff Shine at Sea-to-Sky Slide *continued from front cover*



An aerial view of the slide at Porteau Cove.

Mike's assignment was to ensure that geotechnical work was sound and progress was made, and to keep the media informed of the situation.

He arrived at the landslide at 10:15 a.m., to see media helicopters; satellite dishes mounted on trucks for CBC TV, Global TV and CTV; and radio reporters from French and English stations. He was told he was on for a 10:30 a.m. media briefing. "There was a podium with about 10 microphones and five cameras – it was quite an impressive sight."

The highway's vital connection to the 2010 Olympics intensely focussed the media on the situation. Mike went on to provide on-site media briefings three times daily, for the next three days, and was phoned by reporters from across the country. He even received media enquiries from France and Hong Kong.

"That was the highest profile event in my career – and that goes back to 1971," says Tracy. "All eyes were on us. It was absolutely essential that we respond to the slide in a very quick, safe and proficient manner."

"Mike Oliver is extremely competent – one of our senior engineers who has seen it all before, knows exactly what to expect and can convey a sense of confidence to the public. It was all about our professionalism as a ministry – this was done by word and deed."

Public Affairs Bureau staffers, Dave Crebo and Jeff Knight, assisted with coordinating the media relations. A bonus for media and the ministry alike, occurred Friday when a blast of 3,000 cubic metres of rock, was ready to take place during a briefing time. The media were able to capture the big explosion on camera, treating their viewers to a riveting view of the ministry and contractors tackling the situation.

Everyone at Their Stations, Communicating as a Team

Mike's media role required him to have current and clear information from all those working on the slide. "I got good information from the crews and Site Commander Brian Atkins was great," says Mike. "A few of the people, like Don Salewski, were former ministry employees, and this past relationship made things collegial and really helped make my job easy."

Good communication was also essential to Tracy in his role of Incident Commander, which included ensuring that Brian Atkins had everything he needed as site commander. The arrangement worked well, as Brian reports that, "When you asked for equipment, you got it – whether it was an excavator or milling machine. The communication between the group was excellent."

Technology aided the situation immensely, with photos and updates being emailed to those not located at the site. It also meant that employees who were "off-duty" could (and did) monitor the situation throughout the night.

Communication was also crucial between the slide site, and the Provincial Regional Emergency Operations Centre (PREOC). South Coast Regional Emergency Preparedness Manager Pat Harkness was stationed at the PREOC to make sure it was informed of progress at the slide, and that staff at the slide were aware of PREOC's work to deal with the impacts of the situation. For instance, Pat and Grant Lachmuth established a marine shuttle, for first responders such as ambulance, fire and police personnel, and critical infrastructure providers like BC Ferries workers. They also coordinated with the Ministry of Forests, which provided a helicopter and ground staff, for emergencies.

Another one of Pat's roles was to advise Chief Engineer Dirk Nyland of all efforts to manage the situation, so that Dirk, a member of the Central Coordination Group, could update our ministry, and other government ministries.

In addition, ministry employees dealt with other affected agencies, such as CN Rail, Telus and Bell.

Chief Environmental Officer Angela Buckingham came in from her holidays to work with Fisheries and Oceans Canada for approval to place the slide debris in the ocean below. "I have to give kudos to federal fisheries," says Tracy. "They understood our issue and gave us permission almost right away."

"One thing this ministry does well is respond in an effective and efficient manner – we have an incredible number of talented people who know their role and do it well," says Tracy.

As the slide occurred just before the B.C. Day long weekend, many cancelled their holiday plans, putting their energies to the task. "It was a real team event – everyone had a hugely important part."

The teamwork that developed seems to be a high point of the experience. "It was enjoyable when everyone was working together," says Brian. "It was remarkable how people all got along – the ministry, contractors. There were no flare-ups and everyone knew what to do and went about it."

"You get a lot of experience going through something like that."

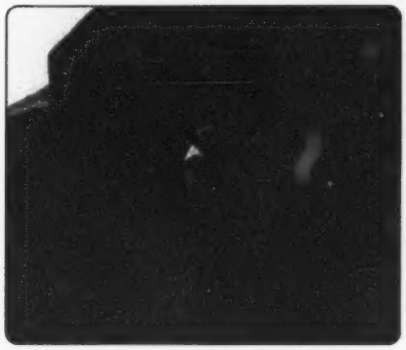
Down and Dirty Tasks

Here's how the action unfolded at the slide.

The slide was estimated to have occurred around 11:30 p.m., Tuesday, July 29.

continued on page 4...

Staff Shine at Sea-to-Sky Slide *continued from page-3*



A scaler works his way down the slope, removing rock that has potential to fall.

Once clearing could begin, says Site Commander Brian Atkins, "People were shocked at how fast the material moved."

A rapid first response was provided by Don Salewski, of Thurber Consultants, who showed up at the slide within an hour of being notified. Rockwork Engineer Steve Pollock and Rockwork Contract Technician Peter Seelig arrived at first light, Wednesday, July 30. Together they began a geotechnical assessment of the slope's stability.

Miller Capilano also responded quickly, with flagging and lights in place to illuminate the scene, by 2:30 a.m.

The RCMP had been told by the driver of the bus that had been damaged by the slide, that there may have been another vehicle travelling behind. So they brought in sniffer dogs and the Coast Guard used its thermal imaging unit to check for evidence of life below the rubble. Provincial Emergency Program Search and Rescue stood by, in case its services were needed. Within a few hours, everyone felt comfortable that no one was under the pile.

However, before the rock on the road could be removed, the cliff above had to be stabilized. Drilling, blasting and scaling began immediately, to ensure that all would be safe down below. "The biggest challenge was the phenomenal blasting and scaling," says Mike. "Progress was excellent and the guys worked in several cycles and did a great job getting that kind of production in a short time. They were up on the cliff at 7 a.m., and finished at 8:30 p.m., when daylight began to fade."

Scaling work entails going down a cliff face, attached by ropes, and using a pry bar to dislodge slabs of rock that could fall in the future. "This is dangerous work – you have to be extremely fit and careful – a good physical specimen," says Tracy. "They are extremely talented people, and it was great that our geologist people have done this in the past and so could offer advice."

Brian says, "BCTV asked me, 'You've been out here for a long time – how do you feel?' I told them to imagine how they would like being held up there with those ropes, in one of those rock cuts, with a drill."

By Friday evening, the way was safe and road clearing could begin.

"After we got the okay, they attacked the pile from both sides," says Brian. "One worker painted a line on the top of the pile and issued the challenge that whichever side reached the line first, would be bought a big steak dinner by the other group."

"People were shocked how fast the material moved. This was something that was a real challenge to them." The energy and progress was amazing – given that the workers would have already put in a full week when they started on the mass.

After toiling around the clock, all was clear for paving by 6 p.m., Saturday, Aug. 2, Everything was ready and the weather cooperated with dry skies.

By 10:30 p.m., Highway 99 was opened – beating predictions that it would stay closed until Sunday or Monday.

Kudos to all

Early on, the challenges of the situation were evident – and appreciated. Minister Kevin Falcon flew into the site on Wednesday, to meet with responders and media and thank all involved. "The minister was awesome – supporting staff, being quick to understand and reinforcing the message that crews were working around the clock to restore traffic as quickly as possible," says Tracy.

"That was a huge boost to everyone when the minister was there, personally thanking them," says Brian.

"The efforts of all – employees, contractors and agencies – were extraordinary," says Mike Proudfoot. "Tracy Cooper was exceptional at leading the team through a difficult and challenging situation. Mike Oliver's role as geotechnical expert and spokesperson was invaluable."

Deputy Minister John Dyble also has kudos for the team. "The skill and professionalism of all involved with the landslide were truly impressive," he says. "People rose to the occasion, accomplished their mission early and made our ministry and province look really good."

After the road was opened, Minister Falcon wrote to about 40 people – employees and contract staff – to express gratitude and pass along thanks from the Premier. "I know what a challenge dealing with this major incident proved to be," he writes. That the highway was opened to traffic within four days, he said, "...was a testament to the extraordinary talent and dedication of the staff who worked tirelessly on everything from site evaluation, slope clearing and restorations, traffic control, shuttle services, communications and more."

Clearly, managing the Sea-to-Sky slide was a formidable and demanding task. Everyone who played a role has well earned their happy and satisfied glow. ♦

Editor's Note: While the names of all involved with the slide could not be included in this story, this article is intended to recognize everyone who contributed.

New ADM Brings Energy, Experience to Diverse Portfolio

Submitted by Nancy McLeod, Road Runner Editor

Sandra Carroll thrives on challenge and diverse experience – of which she has had plenty in her 20-year career in government.

Sandra first arrived at this ministry, after five years with the Ministry of Finance. She began there as a co-op student and found government suited her. When she was offered a full-time job with the Office of the Comptroller General, she accepted it, and completed her studies at night.

Sandra has always energetically taken on these kinds of challenges – something that will assist in her new role as Transportation Policy and Planning ADM, and being mother to a five-year-old son and two-year-old daughter. "I'm a highly motivated person who thrives on challenges personally and professionally," she explains.

The themes of challenge and variety are evident from looking at Sandra's 15 years with the Ministry of Transportation and Infrastructure. She has been Senior Manager of Financial Systems. She has also worked on temporary assignments as Manager of the Coquihalla Toll Plaza, and as Manager of Financial Services in Prince George. As Senior Manager of Business Services in the Information Systems Branch, for five years, she managed large systems projects with significant business impacts and the potential for high risk. One of those was DriveBC, which earlier this year, received the Premier's Award for Service Excellence.

Most recently, Sandra was Executive Director of the Properties and Business Management Branch, where she was responsible for a whole new assortment of complex functions, projects and issues. They included First Nations relations; policies dealing with acquisition, management and legal survey of lands; and measuring ministry performance as seen from the eyes of our customers.

In her personal life, Sandra also takes on plenty of challenges. While managing the Coquihalla Toll Plaza, she was training for the Ironman Distance Triathlon and would cycle to work and back, from her Hope home. She has also cycled from Seattle, Washington, to Portland, Oregon, in a single day. In April, she ran in the Vancouver Sun Run as a member of the ministry's Team Transaction.

Sandra says being extremely organized is key to her ability to manage multiple demands. And now that she's ADM of Transportation Planning and Policy she's keen for more.

Not surprisingly, the Transportation Planning and Policy Department appeals to her for its variety. "It's so diverse – Transportation Policy, Marine, Pacific Gateway, Passenger Transportation, Planning and Programming, Project Management Services, Finance and Administration – as well as our newest addition of the Infrastructure Development Branch. It's very business-oriented and balanced with other areas – such a wide suite. We are so fortunate to have many very talented and capable individuals in the department, working through very complex files."

"What we do supports the economy and movement of goods. There's a strong tie to the work of all departments across the entire ministry. We're changing our ferry service to respond to the needs of citizens, and new influences, such as beetle wood. We're working very closely with the federal government to obtain funding to facilitate programs."

"In Project Management Support Services, we're tracking project principles at play across the organization. With Pacific Gateway, changes at ports will affect how traffic moves through the province. The Policy Branch is working with CVSE to align regulations with Alberta through the Trade, Investment and Labour Mobility Agreement. The Finance and Administration group then keeps us on budget."

And then there are new challenges facing the Passenger Transportation Branch, as it prepares for an anticipated increase in licensing demands, created by an influx of buses, taxis and limousines for the 2010 Olympics.

"I've stayed with transportation because it's always exciting and changing, and nothing is really routine that we do. People say you will have five careers in a lifetime. I think you can have five careers here, without leaving the ministry."

Transportation Policy and Planning ADM Sandra Carroll thrives on new challenges.

Sandra credits some of her career success, to the leadership of others and the support of her peers. "At this stage of my career, I value those relationships more than ever before. I have worked very hard to make those relationships successful and I feel that I am ready to pass on what I have learned to others in the organization."

"I want to make sure that ministry employees have the opportunity to move forward and experience the tremendous benefits of peer and mentor interactions. I feel such a commitment to this ministry – that I give some of what has so generously been given to me." ♦

Thousands Stroll
William R. Bennett Bridge on Opening Day

Submitted by Audrie Henry, Community Relations Representative

"Is this not a great Kelowna day today?," Transportation Minister Kevin Falcon asked, at the opening of the William R. Bennett Bridge, May 25, in Kelowna's City Park. "Thank you all for being part of what is going to be a very historic day for Kelowna, the Westside and the entire Okanagan."

"I also want to thank the workers for making sure the bridge was open and saving me from myself, so I don't have to jump off it. Thank you workers – I love you. I really do,"

Westbank First Nation Elder Mary-Ann Eli and Westbank First Nation youth Fawn DeGuevara both said a prayer to contribute to the special day.

"I am honoured to join former Premier Bennett to open this bridge – which is named to acknowledge his contribution to our province – 50 years after his father opened the original bridge," Premier Gordon Campbell said, adding the bridge was finished 108 days ahead of schedule. The Premier officially thanked all those who worked on the bridge and asked that the crowd note the people wearing "I Built the Bridge" nametags.

The $144.5-million floating bridge is named for William (Bill) R. Bennett, who served as Premier of British Columbia, from 1975 to 1986. In 2005, SNC-Lavalin Inc. was chosen to design, build, finance and operate the bridge under a 30-year contract.

The William R. Bennett Bridge is the only major floating bridge in Canada and one of nine worldwide. There are nine pontoons, each made of concrete and totalling 700 metres in length. The largest pontoons are almost the length of a football field.

Former Premier Bennett said, "This is an exciting day for me, because I appreciate what everybody has done. I hope you get to enjoy this bridge, not just today, but every day."

Kelowna Mayor Sharon Shepherd noted that when the first bridge opened in 1958, the city had a population of 9,000 people, and gas cost the equivalent of five cents a litre. In recent years, traffic jams on the old bridge have been increasingly frequent, she noted, causing delays to thousands of motorists and emissions from idling vehicles.

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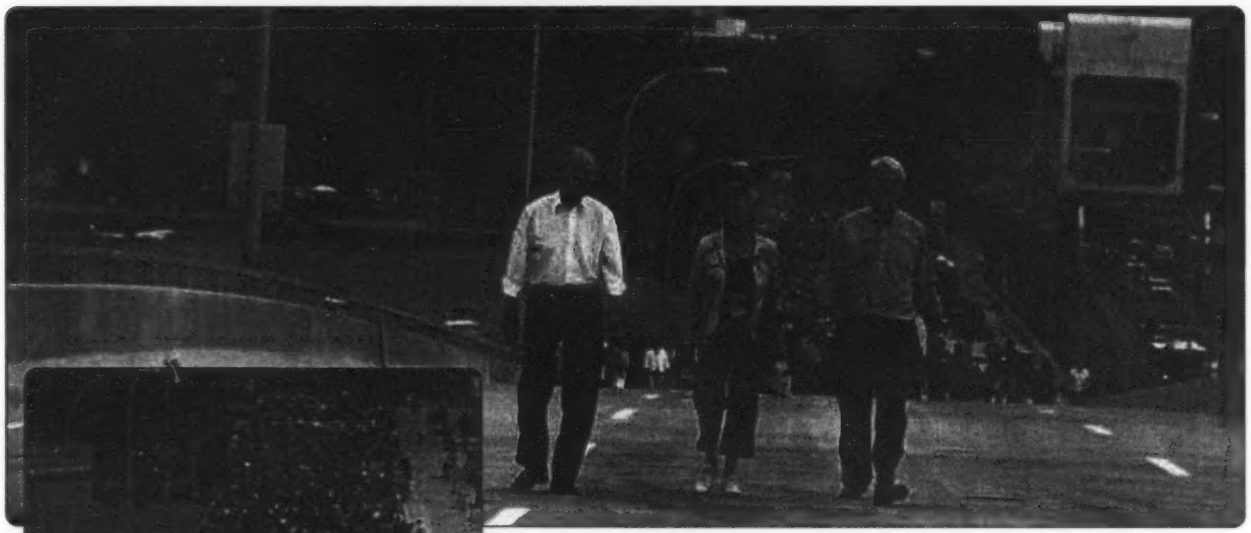
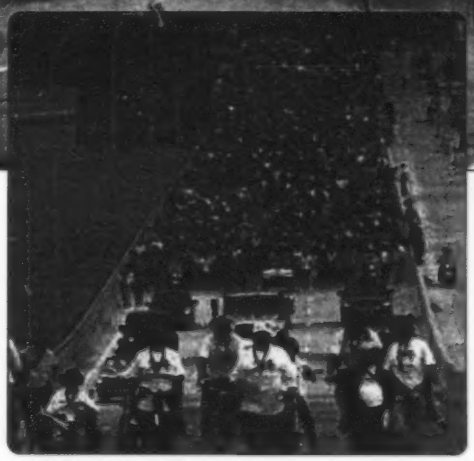




Above: Former Premier William (Bill) R. Bennett, his spouse Audrey Bennett and Premier Gordon Campbell lead off the procession.

Left: Thousands of people followed 36 "famous firsts," who crossed the bridge by foot, bicycle, wheelchair, motorbike, vintage car and modern vehicle.

Thousands Stroll
William R. Bennett Bridge on Opening Day *continued from front page-6*

"Without cars and trucks stuck in bridge traffic, carbon emissions and greenhouse gases are bound to drop," Shepherd said.

Westbank First Nation Chief Robert Louie, whose band was involved in the construction of an interchange at the west end of the bridge, said aboriginal people have crossed Okanagan Lake at its narrowest point "since time immemorial."

"We share these lands, including these waters, with each one of you," Louie told the crowd.

After a gift exchange amongst the dignitaries, Minister Falcon announced that everyone would be proceeding to the bridge deck for the ribbon cutting and plaque unveiling. The procession was led by a pipe band – a grand sight!

Later, on the bridge deck, Bennett and Premier Gordon Campbell used the same pair of scissors that W.A.C. Bennett had used, alongside Princess Margaret, to open the first bridge in 1958.

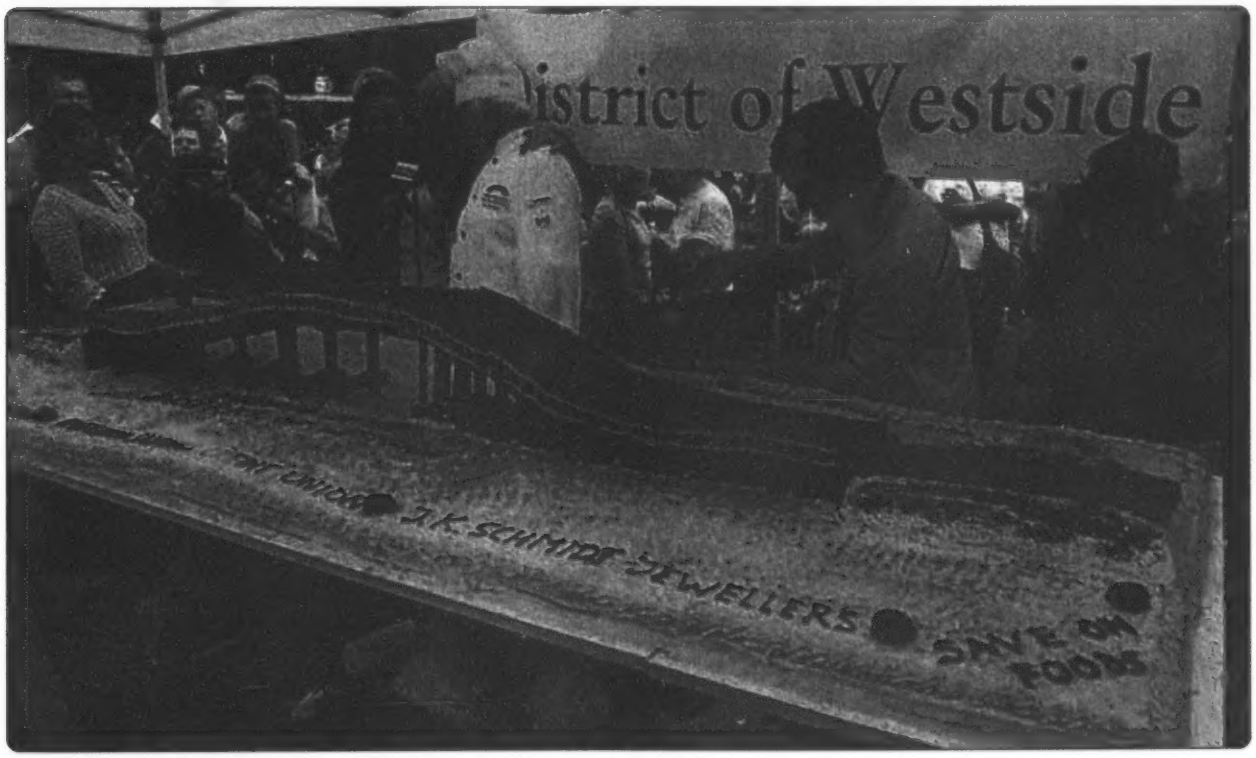
Campbell and Bennett then led a procession of dignitaries and "famous firsts," in walking across the five-lane bridge that links Kelowna with the west side of the lake. The "famous firsts" were six people from each of six categories – walkers, cyclists, wheelchairs, motorbikes, vintage cars and modern vehicles. These 36 individuals were chosen to be first to walk on the deck. They were followed by thousands of celebration goers.

Other dignitaries in attendance for the day included District of Westside Mayor Rosalind Neis; MLAs Bill Barisoff, Sindi Hawkins, Rick Thorpe and Al Horning; MP Ron Cannan, and members of the Bennett family.

A river of people filled all three westbound lanes to climb the elevated span and sample the views for the first time. Ministry staff and contractor representatives manned explanatory panels set up across the bridge to show how the bridge was designed and constructed.

Dignitaries handed out commemorative coins to welcome those who made the trek to the Westside. Many volunteers were there to distribute commemorative coins and posters, and BC150 flags, pins and helium-filled balloons.

The celebration continued throughout the day, complete with a massive "model bridge" cake, heritage open house, main stage entertainment, vintage car display, kids' zone, First Nations village, parade of boats and parade of light, and fireworks, to close out a fantastic day! ♦



The William R. Bennett Bridge cake looked like an engineering feat in itself.

Mission Accomplished:
Pacific Gateway Goes to Asia and Dubai

Submitted by Kristie Kristofferson, Public Affairs Officer

Minister Kevin Falcon and the Pacific Gateway Executive Committee team, a unique partnership of public and private sector members, recently travelled to Beijing, Hong Kong, Vietnam, Singapore and Dubai to promote British Columbia as Canada's Pacific Gateway for two-way trade between Asia and North America.

Between June 13 and 27, the delegation met with government, industry and business leaders from Asia and Dubai, in the shipping, rail and air industries. The delegation explored international transportation best practices, encouraged trade opportunities, and promoted awareness of B.C.'s ongoing $15-billion expansion of port, rail, road and airport facilities to ensure a modern, world-class connection for trade and travel to major North American markets.

One of the many highlights of the trip was the opportunity for Minister Falcon to showcase a B.C. technology success story when he took a demonstration ride on Beijing Airport's new rapid service Airport Link to Terminal 3. The Beijing Airport Link, which officially opened in July, uses Bombardier's Advanced Rapid Transit (ART) technology, pioneered on Vancouver's award-winning SkyTrain system at Expo '86. This combination of B.C. technology and Bombardier know-how also features the latest in linear induction motor technology, a propulsion system made in B.C.

continues on the next page...

Meetings in Dubai to promote B.C. as Canada's Pacific Gateway.

Mission Accomplished:

Pacific Gateway Goes to Asia and Dubai *continued from page 8*

While in Beijing, Minister Falcon and his team visited the BC-Canada Pavilion, built for the summer Olympics to showcase Canadian business, tourism and culture. The delegation took advantage of the pavilion's business facilities and held a roundtable meeting with Chinese business and industry leaders to promote B.C. as Canada's preferred gateway for trade and goods movement between Asia and North America. After the roundtable meeting, everyone enjoyed a tour of the pavilion's exhibition floor and Minister Falcon and Deputy Minister John Dyble had the opportunity to meet pavilion staff.

In preparation for the 2010 Games in Vancouver, Minister Falcon also met with Beijing Olympic Games officials to learn about the development of their Olympic transportation system.

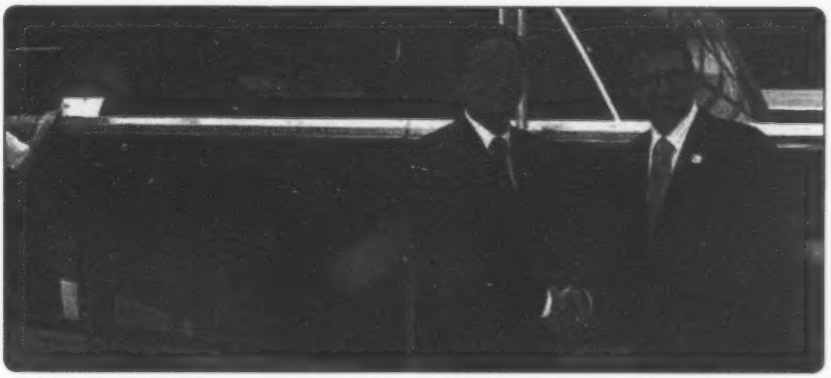
Another highlight of the trip was the visit to Hanoi and Ho Chi Minh City in Vietnam. The visit to Vietnam was the first official visit by a B.C. government minister. In Hanoi, Minister Falcon met the country's Minister of Transportation and Minister of Planning and Investment. The Vietnamese government officials showed particular interest in B.C.'s highly successful public-private partnerships. Many of the Vietnamese business and industry leaders were unfamiliar with the advantages of using B.C.'s Pacific Gateway, so it was a valuable opportunity to promote B.C. and the ports of Metro Vancouver and Prince Rupert.

Other highlights of the trip included roundtable meetings in all cities except Dubai, a visit to a multi-level logistics facility in Hong Kong, a tour of the world's largest port in Singapore, and a tour of the impressive Jebel Ali Port and Free Zone in Dubai, in the United Arab Emirates.

The mission provided an opportunity for Minister Falcon and the Pacific Gateway delegation to listen to the needs, goals and concerns of current and potential customers, highlight B.C.'s technology and expertise, and foster new trade relationships.

For more photos and trip notes on the 2008 Asia-Dubai trip, please visit: Pacific Gateway Asia Tour 2008. ♦

Ministry staff meet up in Beijing. Left to right: Pacific Gateway Project Director Lisa Gow, Executive Assistant to Minister Falcon Caroline Elliot, Grant Lachmuth (on assignment at pavilion), Minister Kevin Falcon, Nancy McLeod (on assignment at pavilion), Communications Director Theresa Lumsdom and Deputy Minister John Dyble.



Minister Falcon and Jianwei Zhang, President and Chief Country Representative, Bombardier China, after the demonstration ride and tour of the new station at Airport Terminal 3 in Beijing.

Deputy Minister John Dyble, at roundtable discussion in British Columbia Canada Pavilion, in Beijing.

Gateway Gets Environmental Certificates

Submitted by Nick Wright, Community Relations Officer

Things are heating up at the Gateway Program and the Port Mann-Highway 1 Project team is rapidly stepping up their preparations for construction. In June, the project reached an important milestone as Environment Minister Barry Penner and Community Services Minister Ida Chong granted the project an Environmental Assessment Certificate. The certificate provides the framework for the project's environmental management plan and contains 233 commitments that will be adhered to through the design, construction and operation.

The contractor selection process is ongoing, and a successful proponent is expected to be chosen this fall. In the meantime, construction work began Aug. 18, with ministry crews preparing the highway section between the Kensington and Gaglardi Interchanges in Burnaby, for preloading. The project will be completed by 2013.

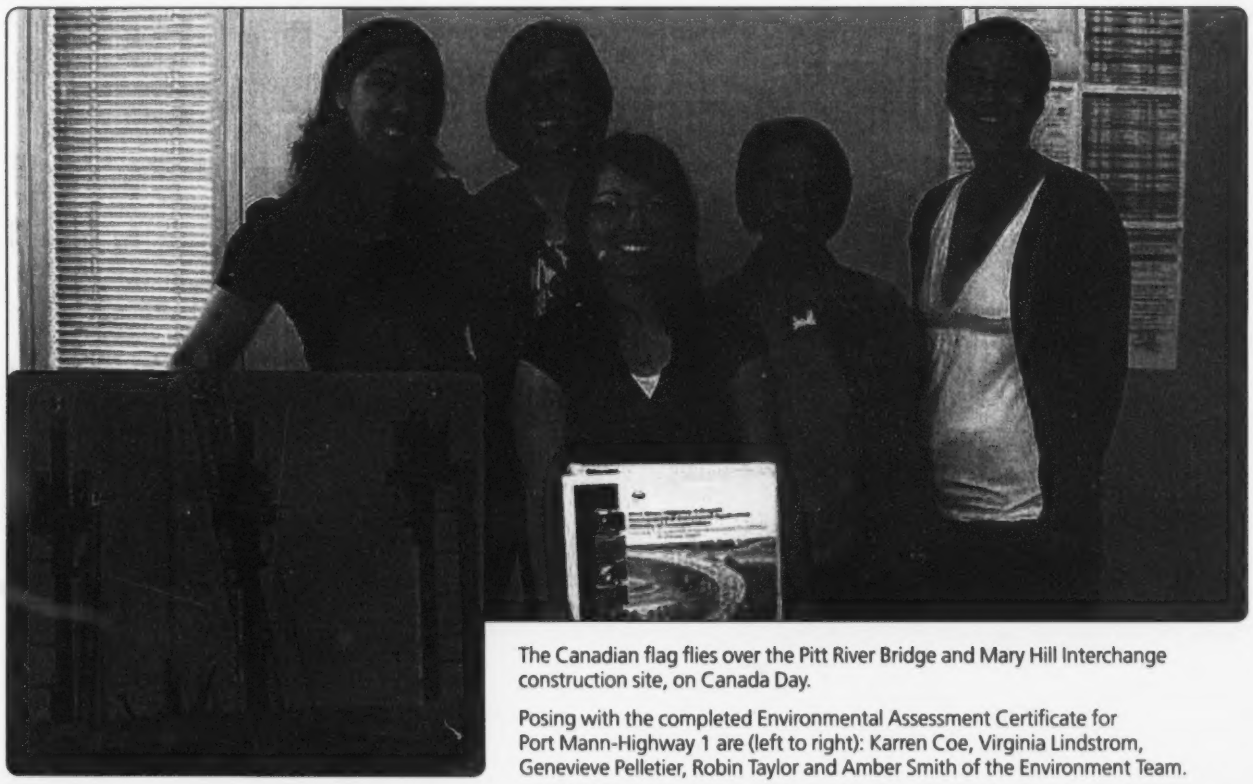
Not to be outdone, the South Fraser Perimeter Road project team received its Environmental Assessment Certificate just one month later. The certificate includes commitments to design, construct and operate the road in a way that complements long-term goals for Delta's Burns Bog, enhances agricultural productivity, and preserves archaeological sites through work with First Nations.

The team has also identified mitigation measures and refinements through ongoing consultation with local government, key stakeholders and members of the public. These measures will significantly reduce potential impacts.

Construction begins this fall, including preloading several sites along the corridor over the next year, which will be done initially with ministry crews and then via design-build contracts. The competitive selection process for a public-private partnership has begun – on July 29, the ministry issued a Request for Qualifications to identify firms capable of designing, building, operating and maintaining the South Fraser Perimeter Road. The project is scheduled to be completed by 2012.

It has been a busy construction season for those working out at the Pitt River Bridge. Approximately 60 per cent of the design-build project has been completed since work began in the summer of 2007. The east pylons are already 100 per cent complete, and the west pylons are 65 per cent finished. Preload work for the new interchange ramps and bridge is also nearly complete, and construction of the bridge deck will begin in October.

The project has also received some very positive feedback from the public at the many community events that staff have attended. ♦



The Canadian flag flies over the Pitt River Bridge and Mary Hill Interchange construction site, on Canada Day.

Posing with the completed Environmental Assessment Certificate for Port Mann-Highway 1 are (left to right): Karren Coe, Virginia Lindstrom, Genevieve Pelletier, Robin Taylor and Amber Smith of the Environment Team.

Cariboo Connector Update

Submitted by Ron Wiebe, Project Information Officer

It was back in April of 2005, when Premier Campbell and Minister Kevin Falcon came to Prince George to announce Phase One of the Cariboo Connector Program – the first $200-million, five-year phase of a long term strategy to four-lane 460 km of Highway 97 between Prince George and Cache Creek. Three construction seasons later, there is progress to report.

Already an ambitious program, the Cariboo Connector has been complicated by competing priorities, rising project costs and scarce resources. These challenges made it difficult for the Province to go it alone, and it was imperative to elicit the support of the federal government for financial assistance in making improvements to components of the National Highway System.

With the signing of the Building Canada Framework Agreement, last November, a funding pool came available that would enable projects to move forward. Welcome relief on the one hand, it then became necessary to quickly prepare a number of detailed proposals to tap into the available funding pool. Then there was waiting to learn which projects would be funded. Needless to say, these fits and starts tested the good nature of project teams, and their professionalism in meeting these challenges is commendable.

Now the work can continue. Working our way southward from Prince George, we find that the twinning of the Simon Fraser Bridge is now well underway. You can check progress there for yourself at the Simon Fraser Bridge Webcam.

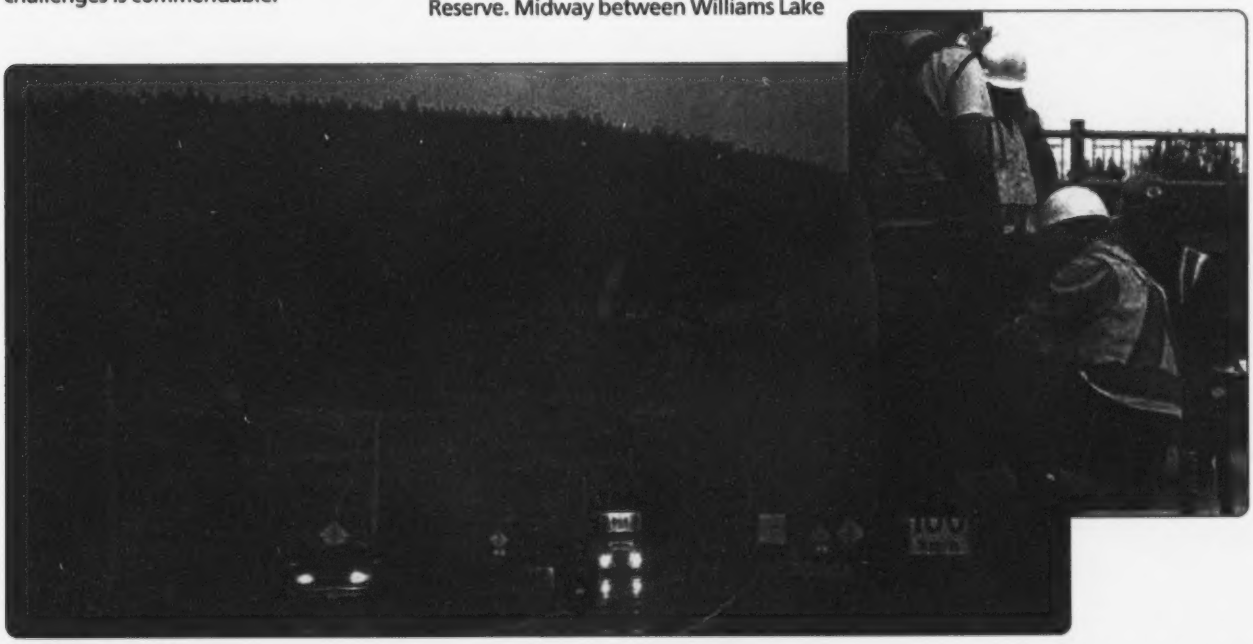
The adjoining section of highway, from the Simon Fraser Bridge to Sintich Road is set to begin in September with the awarding of a contract for the first of two phases, Fraser River to Continental Way. The new Prince George vehicle inspection station and associated four-laning near Red Rock is progressing at a brisk pace. The Hixon River Bridge replacement should be ready for tender this fall.

Just south of Quesnel, the Dale Lake Road to Dragon Road Lake Road section has been awarded and should get underway in September. South of Williams Lake, day labour works are taking place between Likely Road and the Williams Lake Indian Reserve. Midway between Williams Lake and 100 Mile, tenders have been called for the realignment of curves at Wright Station. In 100 Mile House, the pedestrian underpass component of the Horse Lake intersection improvement is moving ahead. And at Cargyle between Clinton and Cache Creek, design and property acquisitions are ongoing in anticipation of an early tender for next season.

As for completions, four-laning has been completed on a three km section at Plett Road south of Hixon, and on the 3.5 km section south of Williams Lake near Fletcher's Ranch.

In addition, a number of project development activities are underway on other components of the corridor, to identify, prioritize and prepare projects for possible federal involvement in Phase Two of the program. More on that in a future update.

Keep up the great work everyone!! ♦



Photos by Ron Wiebe

Above: A completed section of four-laning at Fletcher's Ranch, about 18 km south of Williams Lake.

Right: Left to right: Jacob Pietrzyk and Lisa Miller, two of the ministry's newest staff, gain insight from seasoned veterans Project Director Tony Bennett and Focus Corporation's Roy Keery, who are working on the Simon Fraser Bridge project.

Introducing IDB
(Instead of MIB – Men in Black)

Submitted by Allan Cabida, Program Analyst

The Infrastructure Development Branch (IDB) recently joined the Ministry of Transportation and Infrastructure. Migrating from the Ministry of Technology, Trade and Economic Development, they were slated (by Road Runner deadline) to be situated on the fifth floor of 940 Blanshard Street in early September. Bringing with them their fun and hardworking attitudes, they are dedicated to creating a healthy and enjoyable work environment. Work wise, they are responsible for the following programs:

- Olympic/Paralympic Live Sites
- Canada-British Columbia Infrastructure Program
- Canada-British Columbia Municipal Rural Infrastructure Fund
- Canada-British Columbia Building Canada Fund

Working together, the members of the branch help improve local infrastructure, with the goal of ensuring that communities are sustainable, competitive and healthy centres of economic growth. ♦

From left to right:

Doug Harms, Manager

Years in public service: 27
First job with the public service: Ministerial Assistant to Minister of Tourism
Childhood ambition: Be a cowboy
Favourite sitcom: Seinfeld
Horoscope sign: Aries

Vina Sianen, Administrative Assistant

Years in public service: 16
First job with the public service: Premium Assistance Department, Medical Services of B.C., Ministry of Health
Childhood ambition: to become an interpreter/translator
Favourite sitcom: none
Horoscope sign: Taurus

Fraser Bell, Senior Advisor

Years in Public service: a lot
First job with the public service: Travel Counsellor for Ministry of Tourism
Childhood ambition: To work for the Ministry of Transportation & Infrastructure
Favourite sitcom: Seinfeld, Friends
Horoscope sign: Gemini

Kirk Handrahan, Executive Director

Years in public service: 17
First job with the public service: Co-op student with economic development
Childhood ambition: Be a police detective
Favourite sitcom: N/A
Horoscope sign: Leo

Jasmine Hsu, Program Analyst

Years in public service: 8 years in October
First job with the public service: Program Specialist..really special.. with MEIA
Childhood ambition: Did I ever have one?
Live in Canada…ha ha
Favourite sitcom: Jerry Seinfield
Horoscope sign: Sagittarius… I think

Allan Cabida, Program Analyst

Years in public service: 1.4
First job with the public service: Ministry of Health, Ambulance Billing
Childhood ambition: To be a major league baseball player
Favourite sitcom: Seinfeld
Horoscope sign: Sagittarius

Laird McLachlin, Program Analyst

Years in public service: 1.5
First job with the public service: Ministry of Child and Family Development, Child care subsidy
Childhood ambition: To defeat Darth Vader in a lightsaber dual
Favourite sitcom: Family Guy
Horoscope sign: Cancer

Missing – **Rosita Petruzzelli,** Senior Advisor

New Branch Alert!

Submitted by Kirsten Youngs, Administrative Assistant

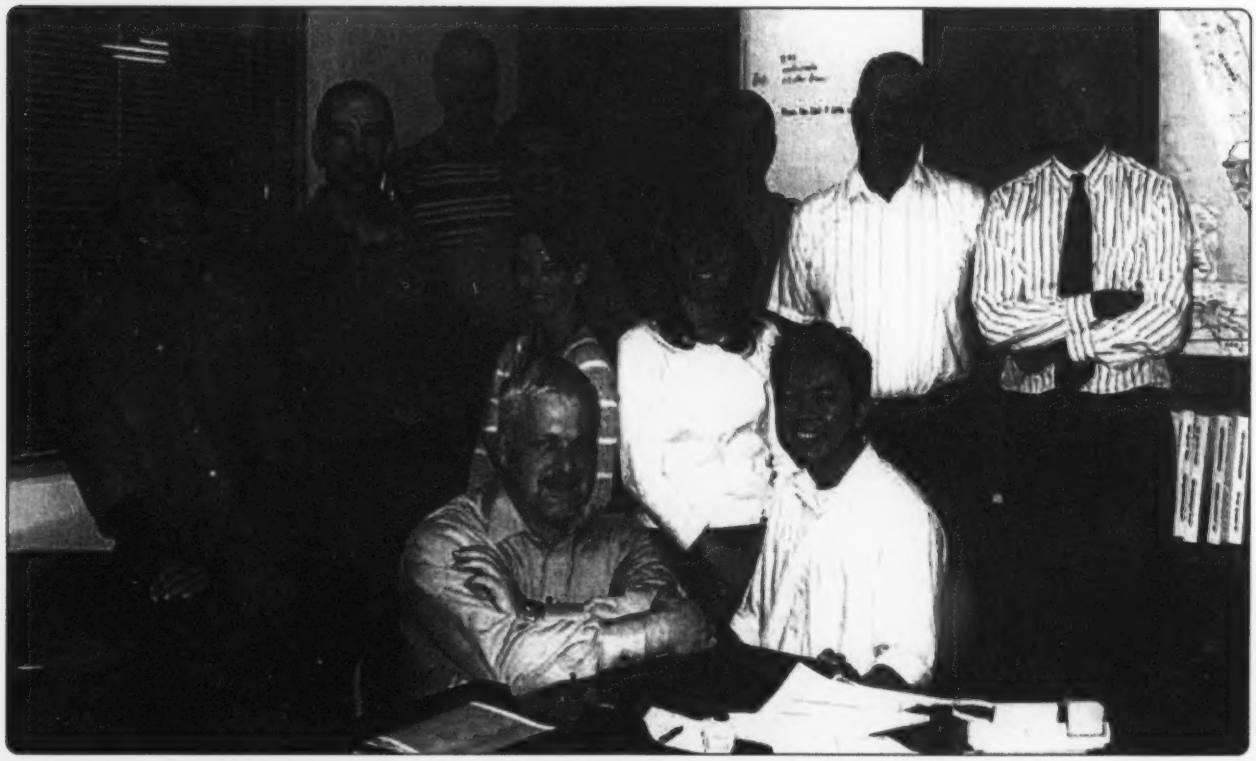
As some of you may or may not know, the Program Development and Monitoring Branch, and the Highway Planning Branch, no longer stand alone. We have come together to form one Super Branch within Transportation Planning and Policy: Planning and Programming!

Under the watchful eye of Executive Director David Marr, we are dedicated to providing you with expert advice and leadership in the planning, development, implementation and monitoring of the ministry's transportation capital investment plan.

The branch is responsible for:

- Developing programs and project packages to meet capital investment objectives;
- Developing and administering cost-sharing programs with external agencies including the federal government and the Insurance Corporation of British Columbia;
- Monitoring capital project expenditures and reporting regularly to the Capital Program Board on investment activities and status;
- Managing traffic data collection and reporting strategy to ensure that required traffic data is collected, managed and published in an efficient and cost effective manner;
- Developing and managing the Strategic Highway Plan as the context for highway management and investment;
- Providing on-going support for regional planning processes including Corridor Management Plans; and,
- Continuing to support national and provincial efforts to address transportation matters.

Feel free to drop by our new digs next time you're in the neighbourhood. We can be found in the "West Wing" of the fifth floor - 940 Blanshard Street, Victoria. ♦



The newly formed Planning and Programming Branch (left to right): Back Row: Mark Lynch, Chuck Hutchinson, Jon Conquist, Simon Leung, Glen Roberts, Avi Ickovich and David Marr. Middle Row: Kirsten Youngs and Sherry Barnes. Front Row: John Mazuruk (who we will be moving to the Highway Construction and Maintenance Branch in September 2008) and Nam Nguyen.

Annual Road Check
Brings Agencies Together

Submitted by Cindy Hogg, Inspection Station Supervisor

The annual Commercial Vehicle Safety Alliance (CVSA) International Road Check was held June 2 to 5, with three in Hope and one in Pouce Coupe. This road check was established not only to inspect trucks but to give an annual snapshot of the condition of vehicles, motor coaches and drivers within the trucking industry throughout North America. The check ran from 11 p.m., June 2, to 11 p.m., June 5.

This year and in the past, CVSE has sent out invitations to various enforcement agencies to participate and work together to improve road safety within British Columbia. There were approximately 135 enforcement officers in attendance – 78 from CVSE and 57 from other agencies.

The non-CVSE agencies included:

- Canadian Food Inspection Agency
- Federal Transportation of Dangerous Goods
- Greater Vancouver Transit Authority Police Service
- Delta Police
- New Westminster Police
- Vancouver City Police
- Fraser Valley Traffic Services RCMP
- Richmond RCMP
- Integrated Road Safety – RCMP
- Industry Canada
- Passenger Transportation Branch
- Worksafe BC
- Ministry of Forests
- Abbotsford Police

The vehicles and buses that are stopped for inspection are chosen randomly, with inspection times varying from approximately 20 minutes to one hour, depending on the vehicle. The majority of inspections conducted were CVSA Level 1 inspections which are the most rigorous of all roadside inspections. In B.C., our Out of Service (OOS) rate for vehicles was 18.6 per cent and our OOS rate for drivers was 5.2 per cent both of which are below the international levels. The OOS rate for a vehicle means it is not allowed to continue from the inspection station until the vehicle is repaired or leaves on a tow truck. The OOS rate for a driver means they are not allowed to drive a commercial vehicle for an allotted time as specified by the inspector.

CVSA results from International Roadcheck 2008:

Total Level 1 inspections at all four sites: 891 inspections, 166 OOS vehicles (18.6 per cent), 46 OOS drivers (5.2 per cent)

Trucks Only: 820 inspections, 153 OOS vehicles (18.7 per cent), 41 OOS drivers (5 per cent)

Buses Only: 71 Level 1 inspections, 13 OOS vehicles (18.3 per cent), 5 OOS drivers (7 per cent)

In addition to the participation of outside agencies, PECSF (Provincial Employees Community Service Fund) had hamburger and hot dog stands to raise money for charity and Cops for Cancer, and the South Coast Regional Management Team joined us for a tour at the Hunter Creek location.

The success of this year's road check lies in the hands of all of CVSE inspectors, whether they attended or not. The ability to work as a team, together with outside enforcement agencies, to create safer roads is something we are all proud of.

Thank you for your continued participation and dedication to making B.C.'s highways safe. ♦

CVSE staff with vehicles in Pouce Coupe.

Project Manager Conference Enlightening

Submitted by Kirsten Youngs, A/Administrative Assistant

Let me start by saying I am 100 per cent new to government. Until last year, my interactions with the government were limited to haggling over student loan repayment schedules and requesting yet another copy of my citizenship card. Having never so much as worked in an office environment before, when I started with the Ministry of Transportation last October, I had absolutely no idea of what to expect. I was a human whiteboard: blank, shiny and eager for direction.

My first administrative position was within Project Management Support Services, led by Svein Haugen and his dedicated team. Quickly thrown into a fast-paced work environment, I didn't stop to think of what the branch actually did. I saw a lot of paperwork regarding ports, bridges, and something called "Gateway", which seemed like a pretty big deal, but I was so caught up in settling into my role that I didn't stop to think of the big picture.

Months later, I find myself in the middle of a ministry that influences literally everything in B.C., from our economy to our environmental issues. Recently, I was asked to attend this year's Project Management Conference in Penticton. I thought it would be a great opportunity to get a little clarity on what we do. I said "yes" without hesitation, and within those two days I learned more about our ministry than I had ever expected. At the conference, I met the people who keep the province alive and learned about the projects that affect everyday life for all British Columbians.

Day 1: "The Softer Side of Project Management"

Visions of group hugs and soft-spoken lecturers filled my head before the event. Thankfully, the group hugs were kept to a minimum and if you've ever heard any of our project managers speak, soft-spoken would not be an apt description.

The key focus of the conference was the current challenges of project management: climate action, communication, environment, First Nations and lessons learned. No kidding about lessons learned! I took in more information in a day and a half than I had during all my months bouncing around desks in our Victoria office.

Planning and Policy ADM Kathie Miller (who has since retired) started off the conference on an upbeat and positive note with her Executive welcome. She encouraged everyone to consider positive changes in thinking, practices and processes, and to come forward with new suggestions for the future of project management and delivery. She stressed that our "first-class reputation as leaders in project management excellence" grows from the competency of the members of the ministry.

Speaking of excellence, Svein Haugen took this opportunity to present Kathie with a commemorative plaque, thanking her for her years of dedication and leadership in project management. We'll miss you around here Kathie!

Director of Project Management Support Services Svein Haugen (right) presents then ADM Kathie Miller with a plaque thanking her for her leadership in project management.

ADM Highways Mike Proudfoot was able to join us for the first day and his well-spoken and memorable introduction got us laughing. He started, "I'm really excited to be here this morning. You've got some fantastic speakers lined up for this conference. And I can say that with certainty because I'm one of them."

It only goes to show that people in the executive office are not only approachable, but humble too!

A wide range of presenters followed Kathie's and Mike's lead. Nathan Popp led us down a new road of a familiar subject when he addressed Climate Action in B.C. Rob Struthers updated us on the Quality Management Committee, announcing that Dave Gaddes will be taking over as leader of that group. Reid Drummond delved into a subject I had never considered to be a part of such a hard line industry such as Transportation: Archaeology Investigation. I was blown away by the sensitivity the ministry held for the cultural significance of the site described.

Scattered throughout the day were informative breakout sessions led by TRAN employees and associates. Bob Steele led a session on partnerships and cost sharing", Angela Buckingham spoke in-depth about environmental impacts, Jack Stuempel shared his expertise regarding media relations and lastly, Jeff Knight spoke about the Public Affairs Bureau viewpoint. Ed Miska cleared up a mystery for me during his presentation: what the heck TILMA stands for. (Our dependence on acronyms has been the toughest hurdle for this new employee to overcome.) Maurice LeFrancois kept us tuned in with his presentation on Horse Lake Water Quality Pond. To wrap up an informative day, Don Wharf gave an enthusiastic update on Gateway's Pitt River Bridge.

As twilight descended, everyone scampered off to "network" or attend "team-building" activities.

continues on the next page...

Project Manager Conference Enlightening *continued from page -15*

Day 2: Conference and W.R. Bennett Bridge Tour

Nearly 125 bright-eyed and bushy-tailed employees returned the following morning. Having digested the previous day's information, we were ready to devour more. Frank Dacho revived our senses by welcoming the crowd and Yvonne Deibert spoke to us about the important process of First Nations consultation. Darren Englund gave a "lesson learned" account of a project gone wrong with regards to the sealcoat of Highway 18.

Other info-packed sessions followed. Blazing his way through transit's initiative was Jim Hester. A new era in transportation is dawning and Jim kept us in the loop regarding the Provincial Transit Plan. Martin Collins spoke about the Agricultural Land Commission and the final presentation was delivered by Jay Sutton, a perfect segue into our afternoon tour as he spoke of the W.R. Bennett Bridge project, from planning to implementation. Again, I was amazed by the details and hard work that went into every stage of the process. As we donned our hard hats and safety vests to see this finished product, Mike Hallas, thanked everyone for attending.

This article would not be complete without describing the tour itself. It could not have been held on a more beautiful day. The sky was clear over Okanagan Lake, boaters circled the expansive water and the traffic was... well, it was backed up. One thing is clear: Kelowna needs this bridge! Jay Sutton led the tour, answering every question we put forth as if he himself had built it. It was overwhelming to consider all the hard work that went into creating such a project and even as a newbie to the Ministry of Transportation and Infrastructure, I felt real pride. Here is a project that is making every day better for locals and tourists alike.

Special thanks to Frank Dacho and his Southern Interior team led by Sue Stankievich and her helpers: Dave Shibata, Dawn Beck, Stuart Cox and Reg Lawrence. Their energy and effort made this event come together seamlessly.

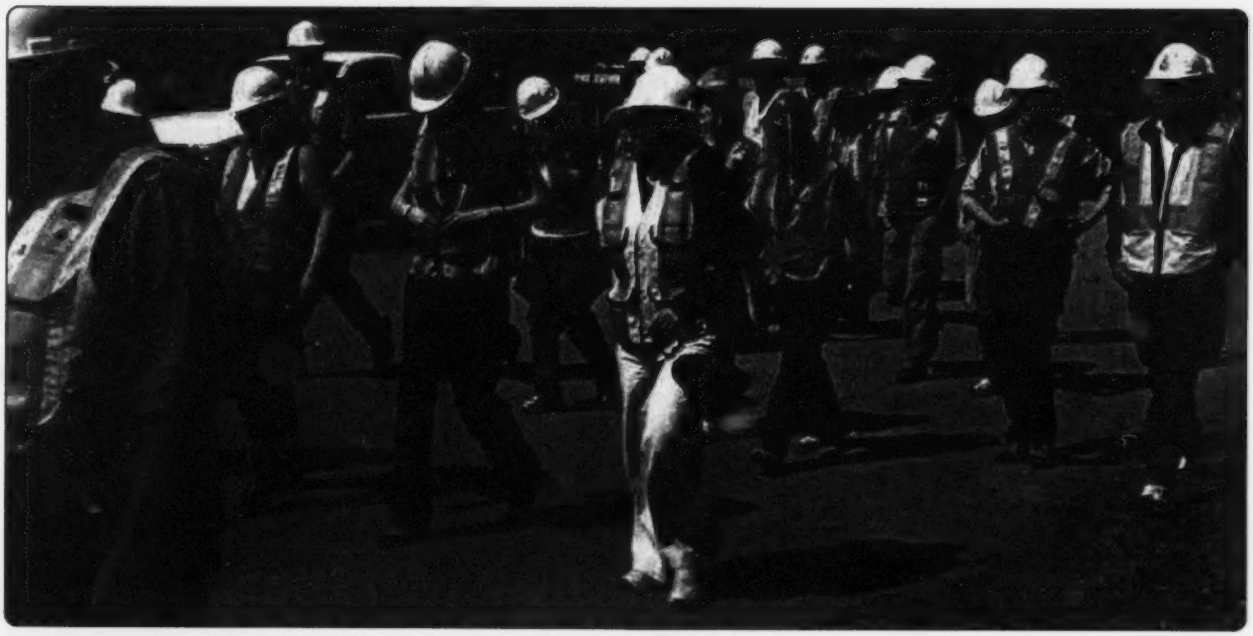
Thanks also to the W.R. Bennett Bridge team: Jay Sutton, John Buckle and Barrie LeBlond for making the bridge tour a great success.

I got on that Pacific Coastal flight home a different person. I was a little tired, maybe even cranky, but overall I was no longer like a whiteboard: blank, shiny and eager for direction. I was more like an over-burdened computer, chock full of information I would spend the rest of the evening configuring. But I now know what TILMA stands for (Trade, Investment and Labour Mobility Agreement).

I also understand so much more about the important role our ministry plays in everyday life.

My appreciation goes out to Svein's group for including me, the presenters who all enlightened me and the Southern Interior Region folk who made the magic come to life.

For more information on past and present project management conferences, please follow this link: http://gww.th.gov.bc.ca/gwwpmss/Content/pmmeeting.asp ♦



Project management staff dressed in safety gear for their tour of the W.R. Bennett Bridge.

Green Light System Reduces Fuel Use, Emissions

Submitted by Robin Dunn, Senior Business Analyst

What is it?

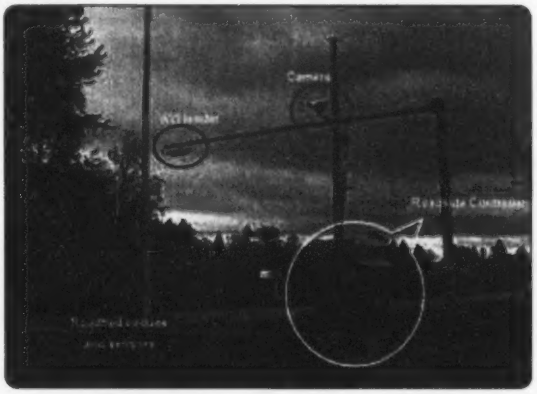
The BC Ministry of Transportation and Infrastructure's GREEN LIGHT TRANSPORTATION SYSTEM (GLTS) is a unique application of Weigh-in-Motion (WIM) and Automatic Vehicle Identification (AVI) technologies, designed to enable freer movement of commercial vehicles through the province.

We are creating an intelligent network of inspection stations along Highways 1 and 5 across B.C. That way, once a commercial vehicle has entered the "corridor" and been initially checked, it can be given a bypass at all subsequent inspection stations for the next 12 hours.

We are the only jurisdiction in North America that has taken a networked approach.

The GLTS builds on the existing Weigh-in-Motion technology already in place at inspection stations at Port Mann East and the bi-directional inspection station at Golden. GLTS will add five sites between the two existing locations.

Automated Vehicle Identification (AVI) equipment will be used at the new stations. It provides CVSE with a very effective solution that avoids the need to acquire much more expensive Weigh-in-Motion equipment and still provides CVSE with the ability to inspect a vehicle once (either manually or automatically) and, provided the vehicle is in full compliance with BC regulations, allows that vehicle to travel freely within the system.



Station at Port Mann showing roadbed sensors, AVI reader, camera and roadside controller.

The project will also include a data exchange with Alberta to allow members of the Alberta Partners in Compliance program to benefit from GLTS.

When construction is complete, the new Inspection Station at Prince George (Red Rock) will be added to the system. As well, we are looking at installing AVI equipment at other stations such as Tete Jaune Cache and Nordel.

Transport Canada has been very supportive and has been involved throughout the project.

How does it work?

Firstly, participation is voluntary. Any carrier wanting to join initially registers their vehicles into the system and equips each vehicle with a transponder (which is also registered).

When a vehicle carrying a registered transponder passes a GLTS enabled station, the system will check compliance with B.C. regulations, key credentials (such as insurance, current inspections etc), physical dimensions and vehicle history to determine if it can bypass the station. This will occur while the vehicle travels at highway speeds.

Based on the check outcome the vehicle will be transmitted either a red or green light. A red light requires that the vehicle report to the inspection station and a green light permits the vehicle to bypass the station and continue its journey.

Vehicles that pass the automated checks receive a "good to go" status that allows them to pass freely between GLTS stations for up to 12 hours.

To ensure a high level of compliance, all registered vehicles are also subject to a random report percentage that may require them to report to the inspection station, regardless of the outcome of the weights and credential check. The percentage is directly linked to their National Safety Code rating and intervention level (whether poor on-road performance has resulted in a warning letter or they are to be audited).

The results of automated checks and the random report percentage will be communicated to all stations within the network and data will be accessible to station operators via custom built inspection station software.

What Are the Advantages?

For industry the system will provide savings in overall transit time, fuel and brake usage, and reduce greenhouse gas emissions into the environment.

For the ministry, it reduces the number of vehicles that have to come into the inspection station. This will create some additional traffic capacity to meet the significant growth in commercial traffic, as Vancouver's role as the Pacific Gateway gathers momentum.

It also allows the ministry's inspection station officers to spend more time focusing on higher-risk carriers.

Other CVSE inspection program personnel will also be able to review the accumulated on-road performance information collected.

The table on the next page illustrates the projected savings over a 10-year period. It is based on assumptions about traffic volumes, predicted growth rates, as well as industry participation in the program. Assumptions about the savings per encounter have been derived from statistics published in a 2003 Transport Canada report. *continues on the next page...*

Green Light System Reduces Fuel Use, Emissions *continued from page -17*

Potential 10 Year Benefits

	Years 1-5	Year 6-10	10-year total
Driver time savings (hrs)	127,000	260,000	387,000
Fuel savings (litres)	780,000	1,615,000	2,395,000
Greenhouse gas reductions (kgs)	2,135,000	4,35,000	6,510,000

What is the timetable?

Installing the roadside technology is already 50 per cent complete and the necessary software has completed design and is now being built. Once the system has been built and tested, a pilot period will be run first with a limited number of carriers to ensure the system is working as expected.

The pilot is anticipated to start in the spring of 2009

The Team

This project has involved CVSE and other ministry personnel from across the province, particularly in the design phases, to ensure we are designing a functional and effective system. This has been augmented by several presentations to carrier organizations and large fleet operators to make sure this will be a "win" for them as well.

This also represents a major system initiative for the Information Management Branch who is very heavily committed to the GLTS.

Contacts

If you would like further information about the project, please feel free to contact any of the following project team members:

Pam McDermid, Business Manager

David Gaffney, Mgr, Business Analysis

Robin Dunn, Senior Business Analyst ♦

Getting the Most out of your Employee Performance and Development Plan

Submitted by Kimberly Newton, Road to Opportunity Team Member

With the switch from the paper EPDP, to the online e-Performance tool, it's a good time to think about what you can do to get the most of the process.

1. Have a plan. Give some thought to where you are, where you want to be, and what you need to do to get there. Review your job description, and know where you're excelling and any areas where you're still developing. Identify any challenges that might be keeping you from performing at a higher level, and bring possible solutions when you meet with your supervisor.
2. Remember that managers can't read minds. The most important thing you can do to make sure you benefit from the EPDP process is to communicate. If you're interested in developmental opportunities, or being cross-trained in a different area of your work unit, write it down. If you have skills you're not using in your day-to-day job that you'd like to, make a note. Your supervisor won't know what you can do and what you want to do unless you tell them.
3. Know what's in it for them. When you sit down with your supervisor to discuss your EPDP, remember that if you are asking for training dollars, temporary assignments or other opportunities, your supervisor will want to know how investing in you will benefit the work unit and the ministry.
4. Pass it on. If you're getting close to retirement, or if you're on top of your job and have no plans to move on, and you're not sure why you're doing an EPDP, try turning it around. Instead of working with your supervisor on a plan to develop your skills and knowledge, consider building a plan to share all the valuable things you've learned over your years with the ministry.

The EPDP process can be a valuable opportunity to reflect on how you're doing, what you're doing, and where you're going. The time you spend doing a little extra planning and thinking before you meet with your supervisor will pay off.

Helpful Links:

My Service - https://employee.gov.bc.ca/

MoT competency resources:
http://gww.th.gov.bc.ca/gwwhr/Content/Home/Competency_Tools/competency_tools.asp\

Additional resources:
https://employee.gov.bc.ca/src/sections.cfm?sectionID=187

EAF continues on the next page...

Employee Advisory Forum Revisited

May 27 - 28, Delta Vancouver Airport, Richmond B.C.

Submitted by Josie Jones, Business Coordinator

Layle Larusson (standing) of the Staffing for the Future Team, and her break-out group, discuss ways of taking employee engagement to the next level. Photo by Pat Harkness

I was a member of the Employee Advisory Forum (EAF) a couple of years ago, so it was with interest that I accepted an invitation to replace Nancy McLeod, at the May EAF meeting in Vancouver. Nancy was unable to attend, as she was working at the BC-Canada Pavilion in Beijing.

Upon entering the gathering, what struck me immediately was the number of people I didn't know! I saw lots of new faces around the room which meant there would be an abundance of energy and fresh ideas for the forum's two-day agenda.

With Forum Chair Grant Lachmuth also in Beijing, Vice Chair Julian Malinsky took the lead to welcome EAF members and open the 2008 Spring EAF Meeting.

Guests to the meeting included Deputy Minister John Dyble, Chief Operating Officer Peter Milburn, Highways ADM Mike Proudfoot, Regional Director Kevin Richter, District Manager Transportation Perry Dennis and Strategic Human Resources Director Marilyn Wargo.

The meeting was facilitated by Danya Leduc, Integrated Land Management Bureau. Grant worked with Danya while he was on his temporary assignment with the bureau. As Danya had just completed the training in *The Learning Organization*, facilitating the forum meeting was a perfect opportunity for her to apply some of the skills she had obtained. Pat Harkness, from the South Coast Region, was our own paparazzi, recording forum members' expressions as they wrested throughout the two days developing their action plans. Pat even ventured onto a precarious ladder to obtain the forum's annual group shot. (We witnessed first-hand what heights Pat will go to for that special shot!) Thank you Pat!

The look and feel of discussions during the two days was very positive. The "main event" which the forum had to grapple with this time was a challenge from John Dyble. Being a grassroots forum, the Deputy Minister challenged us to "think outside of the box" and respond with ideas about how the EAF can take employee engagement to the next level.

Over the past year, there has been a focus on supervision in the 21st Century, with the creation of two supervision sessions: *Supervision the Common Link and Leading from the Middle*. Prior to the spring meeting, each forum member was tasked with asking the staff that they represent whether there has been a difference in supervision in the workplace. The results were reviewed, and through a facilitated session using an interview matrix, the forum recommended that the new focus be the Year of the Peer.

For me, the highlight of the second day was the *Eyes of Executive* presentation featuring Mike Proudfoot and Marilyn Wargo. The presentation focussed on presenting to Executive. Below are the highlights.

On a personal note, it was very good to catch up with Janice Meier and hear about her grandchildren and her all-woman trip to the Grand Canyon. Also, I enjoyed spending time with "the other Janice" (Janice Kerr); Teresa Wood and Sandra Jackman. Cheers, ladies! ♦

The Eyes of Executive – Making Presentations

Do	Don't forget to
• Arrive early and wait to be invited in. • Turn your cell phone off! • Be clear and concise – within the timeframe you have been allotted. • Present yourself well. • Know that it is okay to sit or stand to present. • Be prepared to answer questions. • Present what's in your notes (Don't just read the screen - they can read!) • Print out your slide deck and hand it out at the end of the presentation.	• Link your topic to the ministry's identified goals. • Demonstrate how your topic links to the government's five great goals. • Identify if there are opportunities to partner. • Identify both long and short term repercussions. • Point out if the topic is on the ministry's radar. • State any deadlines and key messages. • Focus on the top three to five things of which Executive needs to be aware. • Outline any options and provide recommendations. • Be clear that you are looking for an answer (if you need one).

Thank the Executive for their time and exit gracefully!

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HR Update: Four Generations at Work

Submitted by Kimberly Newton, Policy Analyst

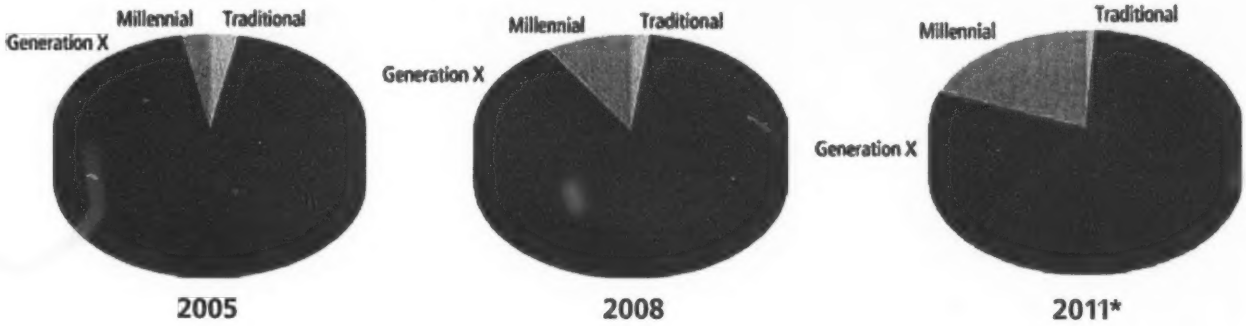
Individuals are shaped by the events they experience. Researchers have identified four generations currently in the workforce, generations whose members share values and characteristics as the result of experiencing the same events and trends during formative years. These shared characteristics affect how they work and what they need in the workplace to be engaged and productive. We can use this information on an organizational level to help shape our engagement and succession initiatives, and each employee can use it to help understand the differences between employees in different age groups.

Ministry of Transportation and Infrastructure Employees

Generation	Born...	# of Employees 2005	# of Employees 2008	# of Employees 2011*	Characteristics
Traditionalist	Before 1946	35	24	13	Introduced the "can do" attitude to the ministry, loyal, hard-working, generally respectful of authority
Baby Boomer	1946-1965	981	933	810	"Workaholics", want personal fulfillment, equality, growth and expansion
Generation X	1966-1976	182	216	270	Skeptical, techno and media savvy, results-oriented, want frequent feedback but minimum supervision
Millennial	After 1977	35	119	257	Confident, social, techno savvy, service-oriented, attracted to the public service
Totals		**1233**	**1292**	**1350**	

**projected*

To learn more about the four generations at work, check out the ministry's 2008 SUCESSion Report online at http://gww.th.gov.bc.ca/gwwhr/2926-HR%20Succession%20Rprt_web.pdf ◆



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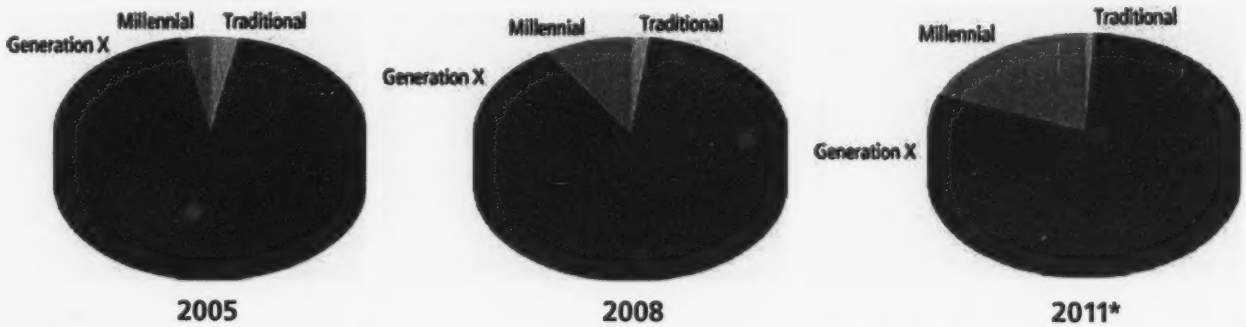

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Mike Proudfoot Views Developments, Serves Up Burgers

Submitted by Jeremy Zandbergen, A/District Manager

In June, Cranbrook area provincial government employees celebrated Public Service Week by digging in and beautifying the community. Teams planted flowers, built a nature trail and erected a timber kiosk. After a hard week's work, the dusty crews gathered at the College of the Rockies for a barbecue.

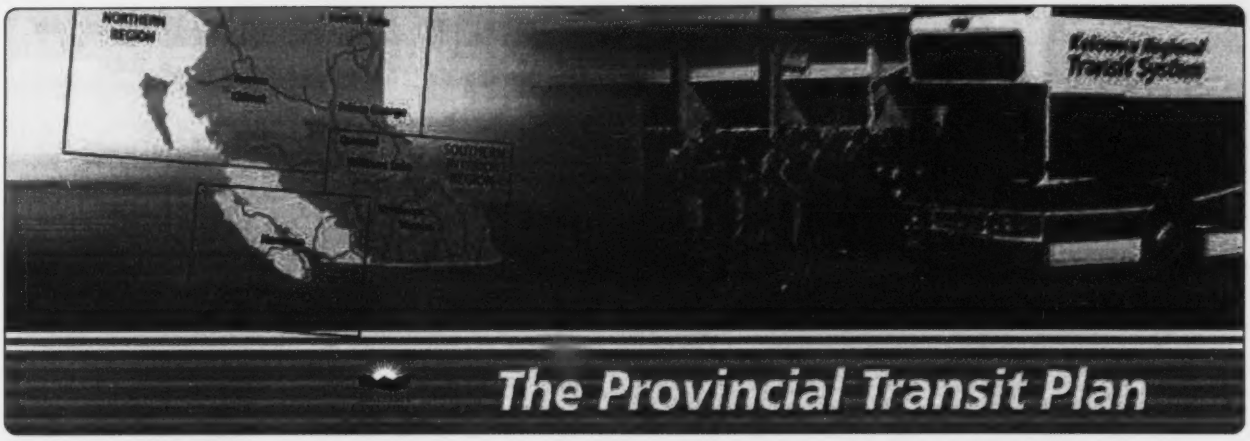
This is where we put our bosses to work. Highways ADM Mike Proudfoot and District Manager Transportation Jack Bennetto braved the searing heat of the charcoals to serve up dozens of hamburgers to the hungry inter-agency volunteers. The event proved to be a successful affair, allowing for networking with other agencies and building new friendships.

Leading up to the barbecue, Mike spent a couple of days touring the East Kootenays, viewing recent projects and the vast amount of residential and recreational developments that have been springing up in this new tourism mecca.

He got to see the sites of four new golf courses that are being constructed, and new subdivisions planned and underway. The developments total over 10,000 new residential units along with new commercial retail and related expansions. All this, is in a region having a population of only 41,000 and only 21,000 existing residences. There are already 20 existing golf courses in the area that Mike toured.

The Rocky Mountain District has met the challenge of all the development, working with developers, consultants and our knowledgeable ministry engineering and properties teams. Mike's visit was a great opportunity to show off the results of hard work by our district staff. ♦

Mike Proudfoot consults with Service BC's Pamela Ryan on burger specifications, at a barbecue for provincial public service employees who volunteered their time to beautify Cranbook.



Come Ride with Us...Outside Metro Vancouver!

Submitted by Robyn Cooper, Transit Analyst

On Feb. 22, 1890, the first transit system in British Columbia was established in Victoria. The Victoria Colonist reported: "In the evening, the cars were brilliantly illuminated, and filled with passengers, dashed through the streets in busy, metropolitan style, the admiration of all lovers of enterprise, convenience and progress." It was the third electric streetcar system in Canada, and had almost nine km of track.

(Source: http://www.transitworkers.novatone.net/PUBLIC/a_brief_history_of_transit.htm)

In the last edition of the Road Runner, we looked at some of the exciting Provincial Transit Plan projects planned for delivery in the Metro Vancouver area over the next 12 years. There will be some major changes made, to best suit the needs of a large and rapidly-expanding population.

It might be tempting to think that Metro Vancouver is getting all the attention, but what about the two million of us who live outside of "the big city"? How will the Provincial Transit Plan affect us – and perhaps more importantly – how will our communities benefit from this huge infusion of transit spending? (Because you've been reading our articles for the last few months, you know it is $14 billion over the next 12 years!)

A big part of the Provincial Transit Plan is the purchase and use of up to 1,600 new clean energy buses, 600 of which are scheduled to be used outside of the Metro Vancouver area. This will increase the existing BC Transit fleet by 60 per cent and will make transit much more accessible throughout the province. The transit branch is going to be working closely with BC Transit and local municipalities to put in place the funding and programs to allow transit services to grow and expand in a way that works with the needs of individual communities. In fact, we've already made several announcements recently that will benefit 26 communities across the province with over $20 million in transit-related funding!

Did you know...?
The full name for a bus is an 'Omnibus Vehicle' – meaning a 'vehicle for all'. (Source: http://en.wikipedia.org/wiki/Bus)

Here are just a few examples:

- **Kamloops** – Will receive $833,400 from the province, in order to buy four new buses and increase service levels by 16 per cent.
- **Williams Lake** – Will receive $329,000 for a brand new transit service in the Cariboo Regional District and a new bus in Williams Lake.
- **Prince George** – Will receive $1.1 million for two additional buses and a six per cent service increase representing an additional 3,600 hours of transit service per year.
- **Victoria** and **Cowichan Valley** – Will receive $4.3 million from the province to establish the Malahat Commuter Bus Service. This service is expected to serve 70,000 riders in the first year with a fleet of eight new buses.
- Various funding for conventional and para-transit service expansions in **Skeena, Terrace, Kitimat, Shuswap, Vernon, Nanaimo, Fort St. John, Quesnel** and **Smithers.**

We're working hard on developing the program to deliver a rapid transit option in Victoria, as well as the RapidBus BC line in Kelowna, to offer the kind of high-capacity transit needed in those two high-growth urban centres. The Provincial Transit Plan also calls for investment in bike lockers, and cycling and pedestrian connections to transit. Those kinds of investments will take place throughout the province.

The key to making transit investments work in smaller and less densely populated communities is going to be getting local and regional governments to participate fully with making their communities into transit-, cycle- and walking-friendly environments. Not many communities can easily or quickly create changes to their land use, to enable more efficient transit operations. However, there are many relatively low-cost initiatives

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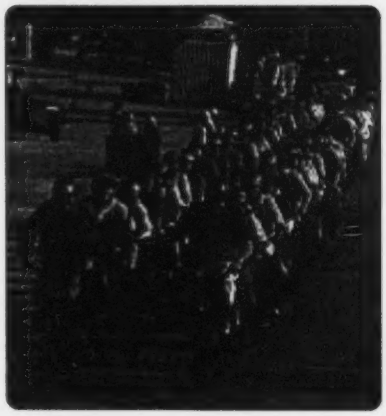
Come Ride with Us...Outside Metro Vancouver! *continued from page -22*

that can be deployed in smaller population transit service areas that can change the way transit is seen and used. Several municipalities have recognized this and are making the kind of planning, promotional and zoning changes that are needed. As more and more local governments are able to make these changes in the coming years, we'll start to see significant changes in transit ridership – which will go a long way toward supporting the Provincial Transit Plan goals of providing alternative transportation modal choice, increasing the liveability and health of our communities, and reducing cumulative greenhouse gas emissions from cars by 4.7 million tonnes by 2020.

Beyond the physical changes that need to be made to develop transit in our communities, attitudes towards using public transit will also need to shift. Since the ministry now holds a higher profile in transit delivery throughout the province, we'll be counting on ministry staff to take ownership of our new transit mandate. In recognition of the importance of transit in the ministry's future, the Provincial Transit Plan has recently given $1 million to districts that will be used toward the funding of staff time in support of this new role. Programs and policies are being developed and staff will be consulted on how to make these successful.

The programs enabled by the Provincial Transit Plan will make a difference in all our lives, no matter where we live or travel in the province! ♦



The largest pedal-powered vehicle is capable of carrying 82 riders and was built by the Hägglunds Marine Septoped Sällskap in Örnsköldsvik, Sweden, on September 3, 2005.
(Source: Guinness Book of World Records)

Come Ride with Us...
On RapidBUS BC!

Past Articles:
1. The Provincial Transit Plan – March 2008
2. The Rapid Transit Network – May 2008

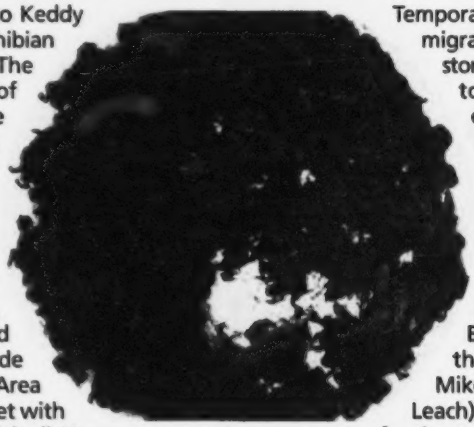
"Toadal" Response Taken to Amphibian Rescue

Submitted by Max Walker, Area Manager

It started when Highways ADM Executive Coordinator Sue Pauwels, alerted by a local resident who had been checking the "toad tunnel" near Hamm Road north of Courtenay, advised Operations Manager Bob O'Brien and myself that there might be a problem. The resident reported that the toad migration had started, many toads were not entering the tunnel and there was evidence that some were going onto the travelled portion of the road.

This portion of Highway 19 adjacent to Keddy Swamp had been constructed with amphibian exclusion fencing (AEF) and culverts. The AEF (wire mesh attached to the bottom of standard wildlife fencing and dug into the ground) was designed to direct the toads to the culverts where they could safely cross under the highway. So why were they on the road?

Sue had also advised Environmental Issues Analyst Len Sieleckie of the concern, and Len engaged Elke Wind, one of Canada's leading Western Toad experts, to assess the situation and provide us with guidance. Together with Acting Area Manager Bob Hall, we were able to meet with Elke on site only a few hours after the initial call. Yes, the toads were massing in the grass beside the road and thousands more were behind the AEF wanting to get out.



Picture centre: Tiny Western Toads in a bucket, ready for transfer.

Temporary toad fence materials from last year's migration response near Pup Creek were in storage at the Fanny Bay Hatchery. Bob went to gather up and identify any missing components. Emcon Services, the maintenance contractor, was contacted and arrangements were made for a supply of sand to anchor the temporary fence rather than dig it into the ground.

The following morning, under the watchful eye of Elke, some Emcon personnel and ministry staff including Bridge Area Manager Rod Mochizuki and the Rest Area Rangers (Carly Janusson, Mike Bateman, Chris Rabbitt and Marlene Leach) began the construction of temporary fencing to corral the critters. Breaks in the fence were made to install traps. The toadlets from both sides would get to the fence and go along it until they fell into the traps. The toadlets were then removed from the traps and carefully released on the other side of the highway.

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"Toadal" Response Taken to Amphibian Rescue *continued from page -23*

Using vegetation growing along the AEF as miniature bridges the toadlets had been able to breach the barrier. In a few areas, where it is independent of the standard wildlife fence, the AEF had been damaged by falling tree branches allowing the toadlets to access the highway. Temporary repairs to these sections were completed by the Rest Area Rangers, using weed eater wire.

Then it was then a matter of checking and emptying the traps. An estimated 6,600 toadlets were rescued from the traps and tens of thousands more directed to the cross culverts, as intended in the original design.

Our toadal response to getting these amphibians to safety was a success! ♦

Pictured right: Rest Area Rangers Mike Bateman and Carly Janusson on toadlet rescue mission, alongside amphibian exclusion fencing.

Toad on the Road II – The Sequel

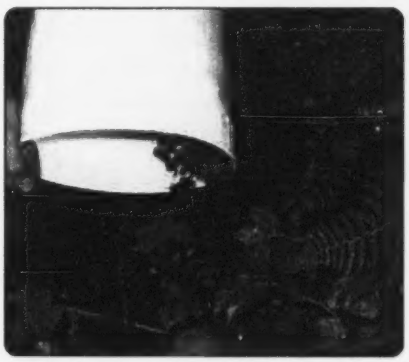
Submitted by Len Sielecki, Environmental Issues Analyst

A lot has happened since August 2007, when an estimated one million Western Toads began migrating across Highway 19 on Vancouver Island. Last summer's nationally publicized event occurred near Pup Creek, just north of Courtenay. The migration, unpredicted by extensive pre-construction environmental assessments and unprecedented in ministry history, caught everyone off guard.

Although anticipated at its onset to only last a week, last summer's toad migration continued for over 13 weeks. During that period, approximately 950,000 toads were saved and transferred across the highway by the ministry's toad salvage operations. From highway lane closures and managing numerous volunteers, to answering media inquiries and catching buckets of toads, the ministry's Courtenay District Office staff were instrumental in the ministry's efforts to save the toads.

After toad migration finally subsided, extensive debriefings were held with ministry staff, wildlife consultants, and representatives from BC Hydro and TimberWest, the major landowners in the area, to determine what happened. The debriefings gave the ministry great insight into the toad migration and how to deal with any unexpected future migrations. To follow up, I developed a wildlife migration response protocol for the ministry.

Until recently, everything was quiet – or at least it seemed to be. Earlier this summer, as a pre-emptive measure, the ministry hired Elke Wind, Canada's leading Western Toad expert, to conduct a toad population survey near Pup Creek. The ministry wanted to know how many toads could be expected this summer so preparations could be made in advance if another mass migration was likely. It was a great relief, when Elke's report indicated that toad numbers were very low in the Pup Creek area and no large migration was predicted.



A toad handling guide is being written for the ministry by Canada's leading Western Toad expert.

Well, once again, Mother Nature did the unexpected. I was just arranging for a toad population survey at Keddy Swamp, near the Hamm Road intersection on Highway 19, when it happened. At 7:54 a.m., on Thursday, July 31, Sue Pauwels, Executive Coordinator, Office of the Assistant Deputy Minister, Highways Department, fielded the first call from a member of the public, advising that toads were starting to approach the highway just south of Hamm Road. The toads were migrating three weeks earlier than anyone expected.

When I got Sue's email about the toad migration, I was busy working on an urgent request from the Premier's office, due later that day. Oh, it was a great time to have a toad migration land on my desk! But, the toads were on the move, so things had to happen fast. The ministry's wildlife migration response protocol was put into action for the first time. With Sue alerting the ministry's Courtenay District Office, my job was finding a Western Toad expert. I called Elke Wind and asked her to assess the migration and provide the ministry guidance. Luckily, Elke was available, and she headed out right away.

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Toad on the Road II – The Sequel *continued from page -24*

As soon as I got off the phone with Elke, I got a call from Lisanne Bowness, Senior Public Affairs Officer, with the Public Affairs Bureau. Nothing stirs the public's interest like a toad migration. Consequently, Lisanne was inundated with calls from the media. An hour hadn't passed since the ministry got its first call about the toads, and news reporters were already looking for information about the migration, with camera crews preparing to visit the migration site.

The timing of the toad migration didn't make anything any easier, as the August long weekend was quickly approaching. Elke was only available for three days, and finding a suitably experienced professional to replace her wasn't possible on such short notice. So, to provide biologist backup for the district office, I started making arrangements to visit the migration site.

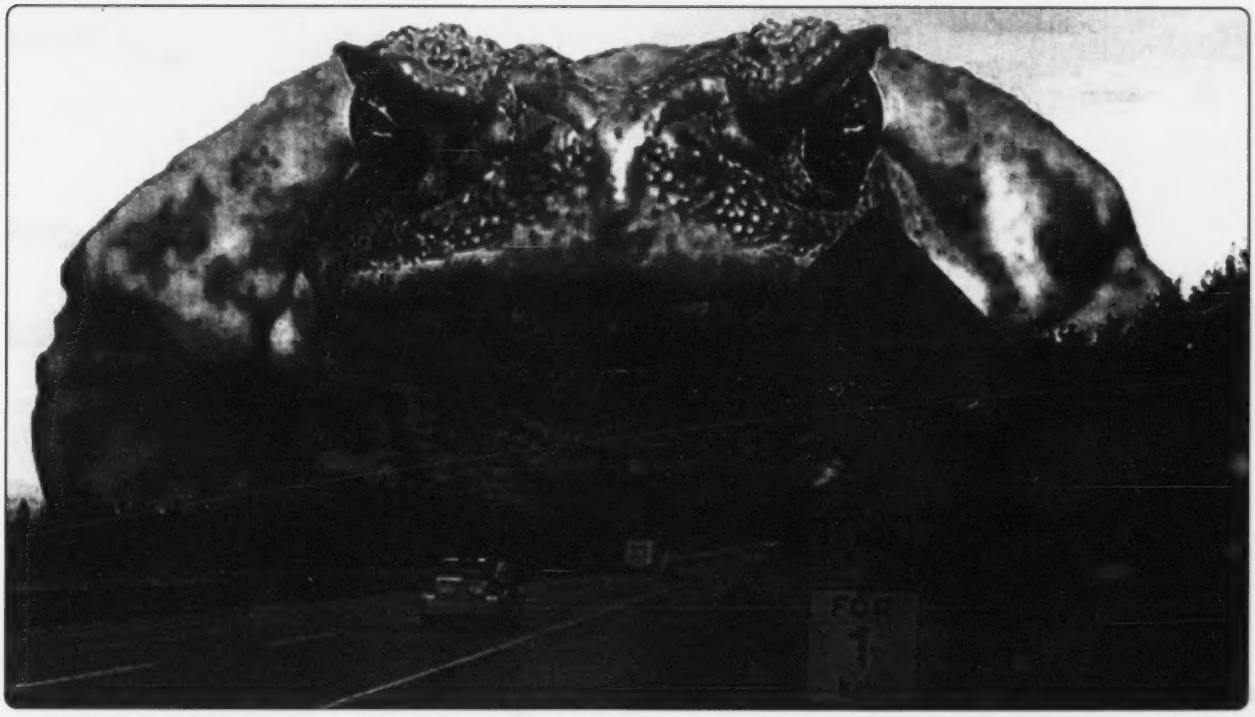
Trying to book a room remotely close to Courtenay was a nightmare. After first searching the Internet, and then calling hotels, I found out all rooms in the area were booked for the long weekend. Finally, when I called the Courtenay Travelodge a second time after dinner, I mentioned to the front desk person that I was part of the ministry's effort to save the toads. Suddenly, there was a pause on the other end of the line – then I was told to call back right at 10 p.m. Well, I called back at exactly 10 p.m., to be told a room had just become available!

When I checked into the hotel, there was a "No Vacancy" sign prominently posted on the door and a long line of vehicles parked outside with people hoping to get a room. I met the front desk clerk who I'd spoken to earlier, and I told her how much I appreciated her help getting the room. She replied that her small son had been following the toad migration closely in the newspapers, and then added if I needed a room for a second night, something would be found. I immediately felt like a somebody! Helping the toads made a difference.

Later, when I visited the migration site, everything was working much better than I expected. The district office had the site completely under control. The warning signs and safety cones were in place, the temporary amphibian fencing was constructed and operating as designed, and Rest Area Rangers Carly Janusson, Mike Bateman, Chris Rabbitt and Marlene Leach were busy spending their long weekend collecting buckets of toads and transferring them safely across the highway. The toads were in good hands.

Now that the toad migration near Hamm Road has subsided, the ministry is watching the Pup Creek area closely, keeping an eye on any toads that might decide to migrate there. Special new human access gates are being designed at headquarters, for installation in the wildlife exclusion fencing located along the highway near Hamm Road, to provide easier access to the amphibian fencing. A Western Toad handling guide is being written by Elke so ministry staff can be more knowledgeable and better prepared to handle the creatures.

Like most sequels, this summer's toad migration is not the media blockbuster that last year's migration was. The district office's fast and effective response eliminated the potential for toad chaos and drama. This year, there weren't throngs of spectators, reporters and camera crews stopping alongside the highway and running into each other in the ditches. Life for the toads is peaceful again, as it should be at the end of any sequel. ♦



Another summer blockbuster sequel to last year's event on Highway 19. Photo creation by Ministry Graphics Section.

Ministry of Transportation and Infrastructure

Climate Action Program

Project Managers Go Green to Conference

Submitted by Maggie Malek, Climate Action Program Co-op

On May 12, 18 eco-friendly staff met at the South Coast Regional Office in Burnaby, and hopped onto a bus that took them to this year's Project Management Conference in Penticton. Thank you for reducing your carbon footprint! ♦

Pictured: Bus-riding delegates assemble in front of the conference centre in Penticton.

Front row: Giesila Decker, Brian Lee, Tracy Houser.
Back row: Jay Porter, Jackie Chambers, David Chang, Chris Corpus, David Mintak, Domindo Komnenavic. Back row: Darren Englund, Duane Newfeld, Patrick Livolsi, Val Fabick, Craig Sobering.

Climate Action Program Recommended DVD

Still need to drive? Thinking about electric cars? Why not borrow this month's recommended DVD from the Climate Action Program's Intranet Library: http://gww.th.gov.bc.ca/cap/index.aspx

Who Killed The Electric Car begins with a solemn funeral…for a car. By the end of Chris Paine's lively and informative documentary, the idea doesn't seem quite so strange. As narrator Martin Sheen notes, "They were quiet and fast, produced no exhaust and ran without gasoline." ♦

Ride-Share Week October 6-10

Submitted by Maggie Malek, Climate Action Program Co-op

The Jack Bell Foundation was founded in 1987 to advocate Dying with Dignity Canada, a non-profit organization whose mission is to improve end of life choices. In 1992, Jack Bell expanded the role of the foundation by pioneering the first large-scale organized ride-sharing program in Canada.

People can ride-share in personal vehicles or by using the vanpool fleet.

Currently, it operates over 100 vehicles in its fleet, plus facilitates private ride-sharing, using an innovative internet web application. People can sign up on the Jack Bell Ride-Share website to match trips and start enjoying greener commutes.

Since we're always looking for ways to reduce our carbon footprint, this year's Ride-Share Week is the perfect opportunity to find like-minded co-workers. Ride-Share Week is a week of promotion and participation in carpooling that will take place this year, from Oct. 6 to 10. If you're using the website to ride-share during that time, you could win one of more than 250 prizes.

Check out the Jack Bell Ride-Share website exclusively for B.C. government employees, and follow these steps to set up a carpool before this year's Ride-Share Week:

1. **Register online**
2. **Enter your work and home address information**
3. **Search for matching commuters with adjustable search options**
4. **Click on matching commuter and suggest a ride-share**
5. **Work out the details and you're off! ♦**

Battling Invasive Alien Species

Submitted by Al Planiden, Manager Roadside Development

The title may be reminiscent of "War of the Worlds", but instead of invading Martians, it's weeds this time.

These are not your innocuous backyard ones like dandelions that can be dealt with by tossing into a salad, or Lamb's Quarters that can be steamed into a side dish. No, these are tenacious, exotic plants that have been introduced into this country from elsewhere – many of which are now designated noxious – that are spreading like biological wildfire, causing significant harmful effects to natural habitats and existing land use. These include weeds such as Leafy Spurge that can virtually destroy grassland and can cause severe digestive tract irritation in cattle, and Japanese Knotweed that infests and severely degrades riparian vegetation necessary for fish survival.

These invasive plants are tough to contend with, and pose a serious and complex ecological management issue. This concern has led to the formation of an Invasive Plant Council of B.C., comprised of representatives from government and private sector agencies, and the development of a provincial invasive plant control strategy.

Alien invasive plants, along with animal species, are cited as the second largest contributor to the loss of biodiversity, second only to habitat loss itself. Invasive introductions displace native plants, affect endangered species, decrease wildlife habitat, degrade recreational values and increase the potential of soil erosion and stream sedimentation. They do this by out competing desirable vegetation, often making the soil unfit for other species in the process. Having no natural pathogens or predators in this country, the plants are able to reproduce and spread at alarming rates. The associated negative impacts are huge, resulting in major financial losses that affect not only agriculture, but many other sectors of the economy.

So how does the Ministry of Transportation and Infrastructure figure into this war on weeds? Highways are a critical "vector of spread" for invasive plants, and left unchecked, these invaders can move rapidly along road corridors. In addition to movement of plants along the right-of-way, the highway itself can facilitate the transport of weeds and their seeds. Whether hanging onto the undercarriage of a truck, in a hay bale, or riding in the pant cuffs of a tourist, distribution can be rapid, and far and wide.

Spot treating being done on noxious weeds. Here, the target is likely Knapweed at the rosettes stage, which grows low to the ground.

The ministry maintains a large weed control program that uses a combination of manual, biological and chemical control methods. The ministry is also a major player within the Inter Ministry Invasive Plant Working Group. Along with its partner ministries of Agriculture and Lands; Forests and Range; Environment; Tourism, Sport and the Arts: and Energy, Mines and Petroleum Resources, TRAN works to improve its program effectiveness, including the development of an early detection and rapid response system. Prevention remains the cheapest and most effective tool.

This fall, TRAN is holding workshops throughout the province to better educate maintenance contractors and ministry personnel, on how to both identify problem species, and to improve weed control measures through operational best management practices. These workshops are being held in October, in Langley, Kamloops, Nelson, Cranbrook, Williams Lake, Prince George, Smithers, Dawson Creek and Nanaimo. If you are interested in attending these sessions, or would like more information on the invasive plant control program, please contact your regional environmental services office:

Region 1 – South Coast – Burnaby – Greg Czernick, (604) 660-8077

Region 2 – Southern Interior Region – Kamloops – Brent Persello, (250) 828-4197

Region 3 – Nothern Region – Prince George – Daryl Nolan, (250) 565-6484 ♦

Submit your stories and photos:

If you want to submit stories and photos send your Word files and photos to: RoadRunner@gov.bc.ca

"No Kidding Around" – Highway 97 Project is Complex

Submitted by Rob Sylvester, Manager of Field Services

Work on Project 21906 – Highway 97 north of Summerland, is progressing well and seeing incredible change. This two-year expansion, construction and paving project will see approximately seven km of highway upgraded to a four-lane standard, providing commuters with much safer passage through the Okanagan corridor.

Ministry Representative Al Jones and crew, Wes Yuckin, Geordie Robertson, Vondie Larson, Rick Hundt and Carolyn Turcotte, have been on site over-seeing the work by Arthon Construction. The work is complex, due to the many issues including traffic management, moving massive volumes of materials to construct the new alignment, maintaining a positive relationship with local residents (including vintners, fruit growers and B&B owners), and finally – but far from least – environmental management.

With regard to traffic management, over 50 stakeholders were considered and consulted when establishing lane closure windows. With over 14,000 vehicles travelling this section during the summer peak hours, most road closure work is limited to night time hours.

Drilling and blasting, using almost 1.37 million pounds of explosives, is a major element of the work. There are extensive volumes of material to move, including almost one million tonnes of rock (Type "A") and 700,000 tonnes of dirt (Type "D"). To deal with these types of volumes, Arthon has a lot of iron on the grade, including a Komatsu PC 1250 LC-8 Excavator, the largest excavator in B.C. Two water trucks are dedicated full time to keep dust levels at an acceptable level for local residents.

The local mountain goat population is a primary environmental concern.

Both the ministry and Arthon are committed to environmental stewardship. One of the primary environmental concerns is the local mountain goat population. Working with the Ministry of the Environment, the ministry has consulted a goat expert through Chillborne Environmental to monitor the animals' movements, and provide recommendations regarding project blasting and working distances from the goats. TRAN staff have been working together with Arthon to mitigate impact during the "kidding" season, with a great effort by all to be flexible, adjusting work schedules and focus to keep work moving forward. Other local species within the new highway footprint requiring relocation include marmots, woody (pack) rats, rabbits, northern alligator lizards, spade toed frogs and racer snakes.

The success to date has been a joint effort by Project Manager Rampaul Dulay, Environmental Services Manager Brent Persello, Construction Manager Rob Sylvester and of course, Ministry Representative Al Jones and his very dedicated crew. Work is scheduled to continue through 2009, with the hope of meeting the completion date of June 30, 2010. ♦

The Highway 97 Crew: Rick Hundt, Carolyn Turcotte, Geordie Robertson, Al Jones, Vondie Larson and Wes Yuckin.

Merritt Containment Facility Addresses Environmental Concerns

Submitted by Dave Schleppe, Project Manager

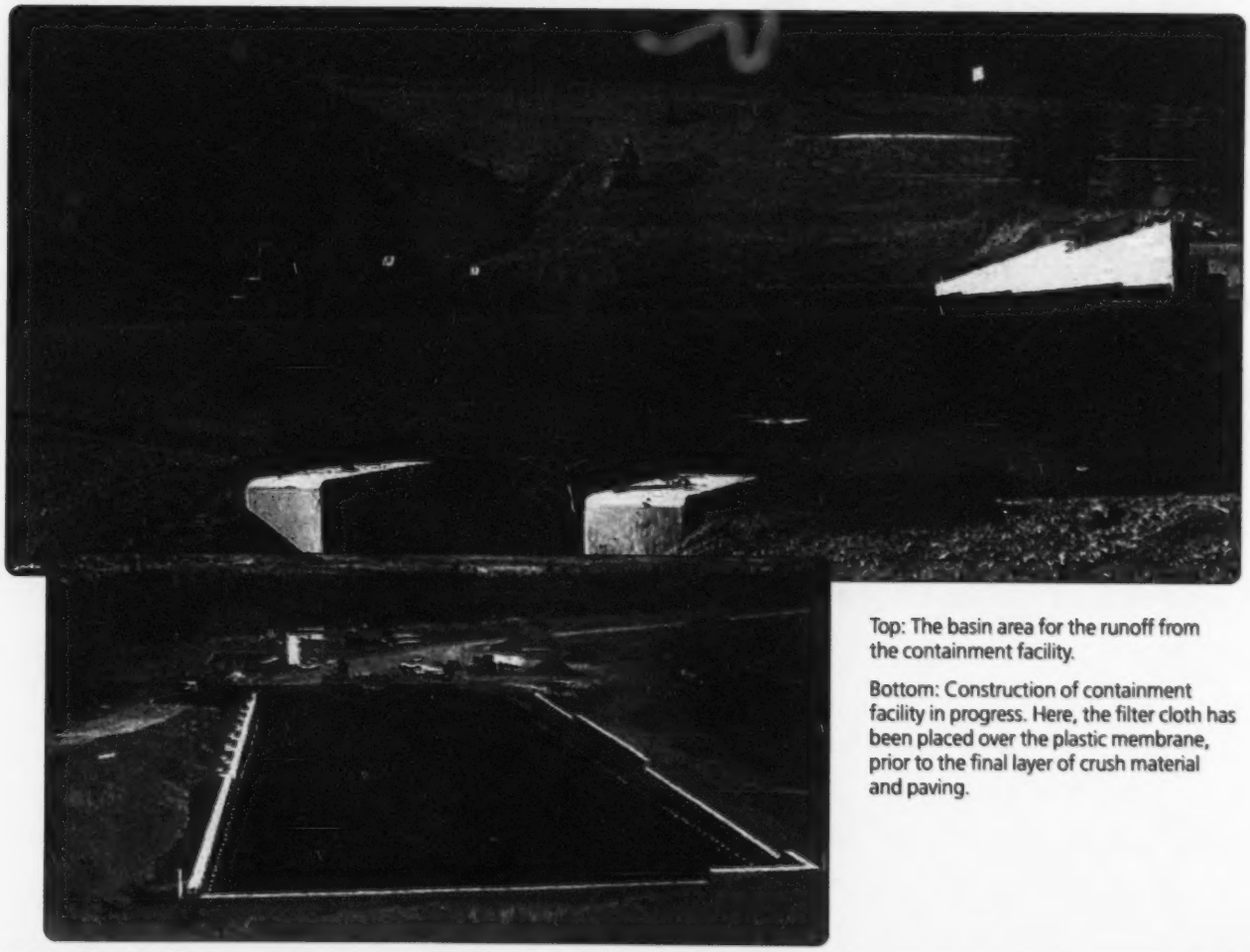
A new containment facility for the storage of mixed salt and sand winter abrasive was completed in July, in Godey Pit, in Merritt. It is the largest containment facility in the province, measuring 37 metres wide by 75 metres long, with a 20-metre loading apron.

The facility is the first of its kind which is completely self contained. Its perimeter is constructed of standard concrete lock blocks. The fill areas around the blocks contain polymeric reinforcement while the non-fill areas are supported with buttress walls. The pad is constructed of two 150 mm crushed based courses, and sandwiched in between the layers is a 40 mil waterproof enviroliner. The liner itself is padded between two layers of non-woven geotextile cloth. The entire pad drains at three per cent into a conical depression which houses two brine storage tanks having the total capacity of 122,500 litres.

The access road serving the pad also has an enviroliner under it and is inclined toward the catchment area so that all runoff from the road ends up in the brine tanks. The containment facility is the first in the province to have an engineer of record for this type of design. The facility was constructed by Wildstone Engineering and Construction from Penticton, which did a fantastic job in building it.

The facility was constructed as a result of a major environmental issue – elevated sodium and chloride levels in the area, originating from Godey pit. The project team consisted of an outstanding group of individuals: Paul Savinkoff, Terrain and Aggregate Geoscientist, who was and is instrumental in the environmental management end; Wijaya Widyaratne, drafting and design; Bob Neville, Harland Levesque, Rob Sylvester and Paul Shul from Field Services; Bryan James, Southern Interior Region Gravel Manager; Brent Persello, Manager Environmental Services; Lisa Lee, Attorney General; and SNC Lavalin Consultants.

Now that the facility is complete, there will be ongoing monitoring and testing of neighbours' lands. ♦



Top: The basin area for the runoff from the containment facility.

Bottom: Construction of containment facility in progress. Here, the filter cloth has been placed over the plastic membrane, prior to the final layer of crush material and paving.

CVSE Embarks on Hybrid Technology

Submitted by Jim MacMillan, Area Vehicle Inspector

CVSE Burnaby has purchased a 2008 Ford Escape Hybrid. The vehicle was turned over to me, as part of a pilot project to study the feasibility of this type of technology.

The Ford Escape is much smaller than the Chevy Tahoe but we are just in the beginning stage of the pilot program. Vehicle payload adaptability may be an issue. The smaller, more fuel-efficient vehicle certainly gets looks from the public as well as other enforcement agencies. Surrey Bylaw Enforcement is currently using Escapes for weights and measures.

With the ministry's commitment to environmental change, these hybrids and other alternative fuel-powered vehicles are making their way into the enforcement world slowly.

The pilot will continue to be studied for a three-month period. Keep a lookout on the streets for this little hybrid and please stop and ask any questions you may have. ♦

The Ford Escape Hybrid with CVSE markings and lights.

Health and Safety Week Celebrated in South Coast Region

Submitted by Dianne Friend, Business Services

Each year the South Coast Regional Office Health and Safety Committee chooses one day out of National Occupational Health and Safety week to address broad health and safety issues. This year's event was held in our main boardroom in May, and was very well attended.

We had lots of gifts as well as a draw for three emergency kits. An interesting display of clothing, and safety gear and equipment was set up. The gear required for rock scaling, ridge inspection and surveying surprised some of us. There is a lot heavy gear needed for employees to do those jobs safely.

Very informative handouts were available and covered earthquakes, first aid, ergonomics, blood donor awareness, child car/booster seats and fitness (running, exercises etc.). "Heart Healthy" nutrition information, with lists of healthy foods and juice recipes was available, as well as various cookbooks on the subject, which were loaned to us from Chapters book store.

Of special interest were the two computers set up to take the ICBC driver's test, creating quite a chuckle when we threatened to remove driver's licences unless the 80 per cent passing mark was reached.

A healthy snack of apples, oranges and bottled water was served and a good time had by all. ♦

Left to right: Jackie Chambers, Dianne Friend and Susan Keldsen showcase the latest in safety wear. Far right: Bridge Engineer Bill Szto takes his ICBC driving test.

Inspectors Oversee Blade Transport for Pioneer Wind Energy Project

Submitted by Samuel Lam, CVSE Senior Vehicle Engineer

Inspectors evaluated an oversize permit move of an extraordinarily long windmill blade, in Chetwynd, in late July. Commercial Transport Inspectors Wade Johannsen and Bruce Hartnell, CVSE Managers Terry Morris and Derek Drummond, and Senior Vehicle Engineer Samuel Lam oversaw the process. The move was from Chetwynd, via Highway 29 North, to Moberly Lake South Road and onto the Dokie Ridge windmill site.

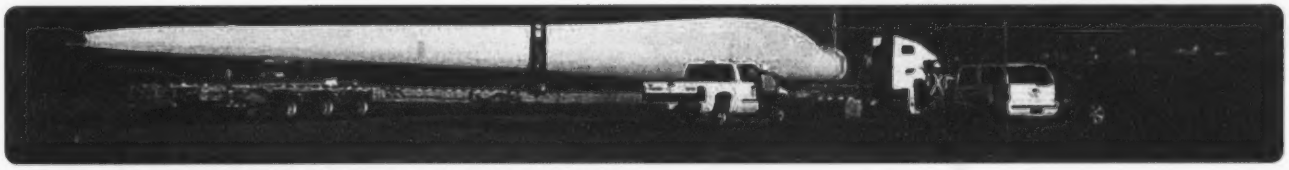
The move was the first of its kind in a few areas:

- First commercial wind turbine to be installed in B.C. – the "Dokie I Wind Project" will have 40 turbines which could generate 144 mega watts with enough energy to power approximately 34,000 homes;
- A purpose-built long expandable "blade" trailer was manufactured by K-Line Trailers in Aldergrove, B.C., in 2007, and it was the first time the trailer completed an actual haul in B.C.; and
- First time CVSE allowed a hydraulic-steered tridem "blade trailer" at legal width but with the blade at 44 metres and overall length of the tractor/semi-trailer combination at 50.5 metres.

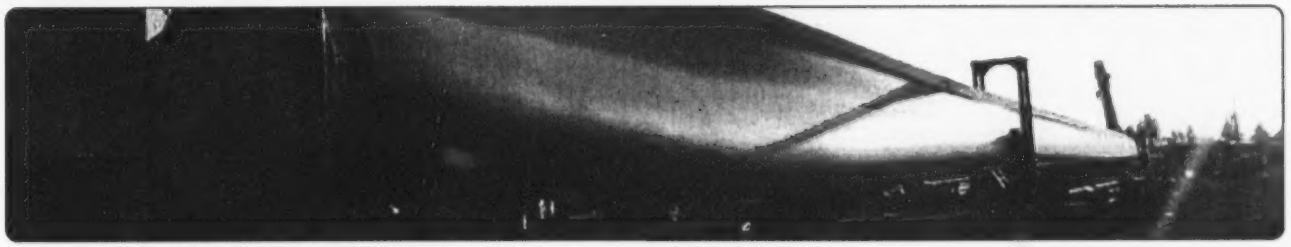
The three mega watts rated Vestas windmill blades and components were shipped from Europe to Vancouver, then travelled to Chetwynd via CN Rail. Each windmill consists of eight major components: three blades, a nacelle, four sections to make up the main column and a turbine/generator. These components were manufactured by Vestas, in Denmark.

It was amazing to see how well the steering "blade trailer" performed around the turns and in intersections. The move was a resounding success, partly due to the relatively light traffic volume on Highway 29 North. CVSE subsequently granted the transport company's request of allowing them to do all the remaining blade moves during daylight hours, instead of midnight to 5 a.m.

Thanks to Senior Geometric Standards Technologist Darwin Tyacke, in the Engineering Section, who did the offtracking analysis and checked over the highway standards to make sure that there was sufficient clearance in the middle of the trailer to avoid "high centering" of the trailer's telescopic reach. ♦



Wind turbine blade loaded onto K-Line's purpose-built "Blade Trailer".



Coming out from Chetwynd Rail Yard onto 46th Street.

Standing in front of the wind turbine blade and K-Line "Blade Trailer": Terry Morris, Bruce Hartnell, Derek Drummond and Wade Johannsen. Samuel Lam is absent from the photo, as he was the camera person.

Darren Kennedy Winner of Inspector Challenge 2008

Submitted by Richard Roberts, Commercial Transport Inspector Flying Squad, 2006 NAIC Grand Champion

Darren Kennedy of the Pacific Inspection Station is best overall B.C. provincial inspector for 2008.

The B.C. Commercial Vehicle Safety Alliance (CVSA) Challenge 2008 Inspectors Competition was held at Okanagan College, in Kelowna, June 16 to 20. Commercial Vehicle Safety and Enforcement (CVSE) Inspectors, who are certified under CVSA, participate in this annual competition with the winner representing B.C. at the North American Inspectors Championship in Houston, Texas.

This annual event is designed to improve inspectors' skills, promote uniformity of vehicle inspections, and allow colleagues from around the province to meet and receive special training.

The process to attend the Provincial Competition in B.C. is a two-hour written exam, which tests knowledge on National Safety Code, CVSA Out of Service Criteria, Vehicle Inspections and Transportation of Dangerous Goods. The top seven inspectors move on to the provincial competition. The year's competitors were:

- Darren Kennedy – Pacific Inspection Station, Surrey
- Ida Imler - Kamloops Inspection Station
- Neal Martin - Duncan Inspection Station
- Roger Perry – Hunter Creek Inspection Station, Hope
- Robert Scott – Port Mann Inspection Station, Surrey
- Val Hunsaker – Area Vehicle Inspector, Prince George
- Ben Taylor – Laidlaw Inspection Station, Hope

The competitors have one day of training then two days of competition. The competition consists of six categories to be completed:

1. CVSA Level 1 Vehicle Inspection
2. Dangerous Goods Small Means of Containment Inspection
3. Cargo Tank Inspection
4. Motor Coach Vehicle Inspection
5. CVSA Level 1 Driver Interview
6. Personal Interview

The winners for 2008 are:

Darren Kennedy - Best Level 1 Inspection, Best Small Means of Containment Inspection and Best Driver Interview.

Val Hunsaker- Best Motor Coach Inspection, Best Cargo Tank Inspection and Best Overall Dangerous Goods (Tank and Small Package);

Roger Perry - Best Personal Interview

Best overall B.C. provincial inspector for 2008 is **Darren Kennedy**, Pacific Inspection Station. Darren will be representing B.C. at the North American Inspectors Championship in Texas. Good Job Darren!

Thank you to everyone who took the time to participate and especially to Denis Doyle and the CVSE crew in the Okanagan District for hosting it. Everything went smoothly, the learning experience was great and everyone had a good time. I look forward to the competition again next year with even more competitors taking part. (Next year it is time to bring it back to the Northern Region).

I can't say enough about this competition and NAIC. It is a wonderful opportunity to meet friends and contacts from across North America. To Darren Kennedy, the B.C. Champion, this is one of the best experiences you will have throughout your career. Let's bring the Grand Champion trophy back to B.C.! ♦

Submit your stories and photos:

If you want to submit stories and photos send your Word files and photos to: **RoadRunner@gov.bc.ca**

You're a Winner! *continued from page 32*

Planning and Policy's Design Diva

Submitted by Renée Grabia, Project Management Support Services

Even the heartiest do-it-yourselfers were dizzied with paint fumes as Headquarters' fifth floor underwent extensive renovation this year. All, that is, but the Transportation Planning and Policy (TPP) Department's own "Design Diva," Sheena Dorrell. In July 2007, Sheena took the lead in TPP's three-phase renovation of the ministry's offices in Victoria.

Sheena Dorrell and her renovation work were recognized by colleagues.

Phase One of the renovation began in February 2008, bringing spatial and organizational challenges. Unforeseen outages of the freight elevator and construction team delays exercised Sheena's logistical prowess. With Phase Two of the renovation affecting increased numbers of staff, the weekly renovation project meetings highlighted Sheena's leadership and decisive communications to Executive, Facilities, contractors and staff.

Entering Phase Three gave opportunity for Sheena to play to her personal strengths of aesthetic functionality. Sheena collaborated with individual staff to personalize their offices and work areas. Her reward was seeing her fellow co-workers comfortably settled into their newly designed and renovated spaces.

Throughout the renovation, Sheena wrangled salty-tongued labourers, motivated deadline-bending contractors and quelled the apprehensions of temporarily displaced staff – all with characteristic tact. That is why Sheena's TPP colleagues came together July 3 to celebrate her achievements.

At the surprise celebration, ADM Kathie Miller voiced TPP's appreciation for Sheena's dedication to this year-long renovation, and presented her with a beautiful bouquet. Just as the cake was shared and TPP's staff espoused Sheena's hard work, news that TPP would welcome a new branch was announced – the Infrastructure Development Branch was moving into the ministry.

With her signature poise, our "Design Diva" is ready to create new and functional spaces to welcome TPP's newest additions. ♦

A Note of Appreciation to all Administrative Support Staff

Too often we overlook those hardy and ever-steady folks who have the job of administrative support staff. The tasks range from reception work – over the telephone and in person, right through to cleaning and clearing up after the rest of the staff. Although there are many items that don't appear written in a job description, we must try to remember and appreciate that the administrative staff really are the glue that binds us all together. Support staff are most often the very first point of contact the public has with us, and usually the client (both internal and external) is calling us because of some problem or issue they have, and they do not always deliver their story in a nice way, but the reception folks are still courteous and helpful. Most often the only feedback they receive from the public is the tone of the voice on the other end of the telephone or across the counter from them. Each and every one of us in the offices throughout the province, comes into contact and seeks help and advice from support staff – we really do owe a great big load of thanks to the administrative support staff who keep us all heading down the right path and keep us (or at least try to keep us) out of trouble. Let's not leave our appreciation to be shown only during administrative support staff week – do it everyday!

Hats off and a debt of gratitude to the administrative support staff – province-wide! ♦

Editor's Note: The employee who submitted this asked to remain anonymous.

continues on the next page...

Report a Forest Fire Lately? We Did!

Submitted by Rod Mochizuki, Area Manager, Bridges and Mt. Washington

This article is a little bit of recognition of achievements as well as a farewell thank you to two Rest Area Rangers in our office.

Christopher Rabbitt has been with us for three years and will be completing his Mechanical Engineering Degree at Carleton University, in May next year. Marlene Leach has been working with Chris for the past two summers and will be completing her Business Administration in Accounting at North Island College, in December. These are major achievements! Congratulations!

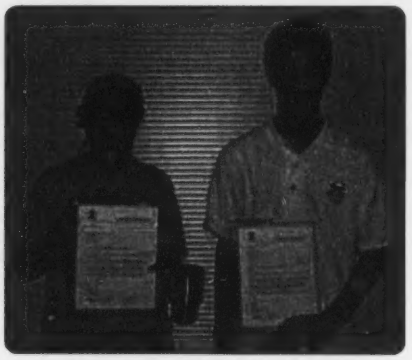
Christopher and Marlene have both enjoyed their summers with the ministry, travelling the North Island and meeting and greeting tourists from around North America and the world.

An achievement above and beyond their regular duties, is that Marlene and Chris designed, fabricated and erected a special Big Tree Rest Area sign. This has been a welcoming sight to rest area visitors.

Their many environmental contributions include assisting the Western Toad toadlets across the busy four-lane Island Highway, north of Courtenay, two years in a row. The migration of an estimated 100,000 toadlets happens every year, and last year the animals decided to cross the highway in a new location, away from the toadlet fences and underpasses specially built for them. Marlene and Chris were part of a crew of 30 made up of ministry and Emcon employees, biologists and volunteers. This year the little toadlets jumped the specialty fences and again needed some help from Marlene and Chris to cross the highway.

Their big achievement this summer was reporting the Claude Elliot forest fire north of Woss, on July 16. This fire burned for five days and grew to 21 hectares. Since there is no cell service in this area, they called in the forest fire on our trusty ministry radio system. The Ministry of Forests' Coastal Fire Centre gave Marlene and Chris each a letter of recognition and a token of their appreciation, for reporting of the fire. Due to the early detection, a quick response was possible and the fire was brought under control in a very short period of time.

A big thank you for all your efforts for the past two to three years, and all the best in your future careers from Janelle Erwin, District Engineer and Vancouver Island Rest Area Program Coordinator; Bob O'Brien, Operations Manager; the staff of the Courtenay Area Office; and myself, Rod Mochizuki, Area Manager, Bridges and Mount Washington and Rest Area Crew Supervisor. ♦



Marlene Leach and Christopher Rabbitt display the letters of recognition presented to them by the Ministry of Forests.

Undergrad Degree Attained with Ministry Support

Submitted by Peter Muirhead, Provincial Approving Officer

Peter Muirhead received his Bachelor of General Studies with support from his District Manager and the ministry. District Services Manager Lisa Canfield graduated at the same time.

Three years ago, I approached then District Manager Transportation Jacques Dupas with the idea of completing an undergraduate degree. I have to admit the idea of completing my studies at 53 years of age was more than a little daunting. Jacques and I kicked the idea around and he agreed that the ministry would support my endeavour.

The degree I was worked on was a Business Studies program, out of Simon Fraser University, and was put on in conjunction with a local college. So, every second weekend it was off to school for two seven-hour daze of higher learning. I remember the first classes were extremely difficult. I would come home mentally and physically exhausted...my brain was in shock and continued to run a million miles an hour trying to catch up with all that had gone on that day. I remember our first essay was from an English course on genre analysis. We were to analyze articles and papers prepared by university English Department academia. I chose to analyze Generalizing about Genre: New Conceptions of an Old Concept – yawn, yawn, yawn. At that point, I have to admit, I was really wondering what I had got myself into.

continues on the next page...

You're a Winner! *continued from page 34*

Undergrad Degree Attained with Ministry Support *continued...*

Apparently others were wondering the same thing. Our classes were held locally at Selkirk College in Castlegar and were comprised of 17 people. That first semester of English genre analysis and an ethics course resulted in six people dropping out, and over time we lost two more. Even though those classes were extremely difficult, over time like any new job, it got easier as you learned the ropes.

Midway through the first term, a Ministry of Environment employee joined our class. Lisa Canfield had previously worked for the Ministry of Transportation in the Nelson Geotech Branch. Now she is back with the ministry as the Service Manager for West Kootenay District.

At the end of 196 seven-hour days, Lisa and I both finished with a Bachelor of General Studies Degree in Liberal Arts and Business Studies. For me, this would not have happened without the support I got from Jacques and the ministry. We are a special place to work, with great leaders and coworkers to support us through most anything.

Thank You! ♦

Nelson and Nakusp Celebrate Public Service Week

Submitted by Catherine Littlewood, District Clerk

West Kootenay District staff in Nelson and Nakusp were enthusiastic participants in Public Service Week/BC150 celebrations, held in June.

Numerous public service and community participants enjoyed a festive barbecue on the spacious plaza and lawns of the Government Building in Nelson. The gala event, complete with live music, a clown, face-painting and balloon animals, was coordinated by ServiceBC staff, who were all attired in period costumes for the occasion. Various ministries, including the Ministry of Transportation and Infrastructure, contributed to the tasty lunch, featuring a celebratory sunburst logo cake. Participants donated a total of $765 toward the establishment of a childcare facility in the government building.

In Nakusp, our ministry and the Ministry of Forests and Range, assisted the Government Agent in arranging a barbeque lunch for 60 provincial and municipal employees. The fire protection crews set up tents, chairs and barbeques at their base, but had to leave early to attend to a number of lightning strikes. Everyone else had a great lunch, and they even managed to save a few burgers for the hard-working fire protection crews on their return. ♦

West Kootenay District staff in Nakusp enjoyed a barbecue lunch for provincial and municipal employees.

continues on the next page...

You're a Winner! *continued from page 35*

Inspector Ben Bikes to Work

Submitted by
Paul Picco, Commercial Transport Inspector and
Cindy Hogg, CVSE Inspection Station Supervisor

Hunter Creek Inspection Station would like to recognize Ben Taylor, Commercial Transport Inspector.

Ben rides his bike to work from Hope. Our work site is located approximately 15 km west of Hope, on Highway 1.

He said it now takes about 40 minutes if there is no wind, but can take up to an hour. He's changed his route several times to pick the safest route. He has even had to contend with a big mean dog.

Safe riding Ben! ♦

Ben Taylor cycles to his shifts at the Hunter Creek Inspection Station.

Catharine Pendrel, here winning the 2007 Pan Am Games gold, won her first World Cup race, in early August, in Quebec. (Andre Penner/Associated Press – from CBC Olympics website).

Olympic Cyclist in the Family

Submitted by Deborah Munroe, District Clerk

The daughter-in-law of retired Rocky Mountain District Bridge Area Manager Grainger Wilson, headed to the Beijing Olympics this summer, to compete in the cross-country mountain bike race.

Catharine Pendrel is married to Grainger's son, Keith, and they live in Kamloops.

Catharine Pendral came in fourth in the mountain bike competition, Aug. 22. The race lasted almost two hours. She was one of two Canadian women to be a part of the team riding in the race. ♦

Submit your stories and photos:

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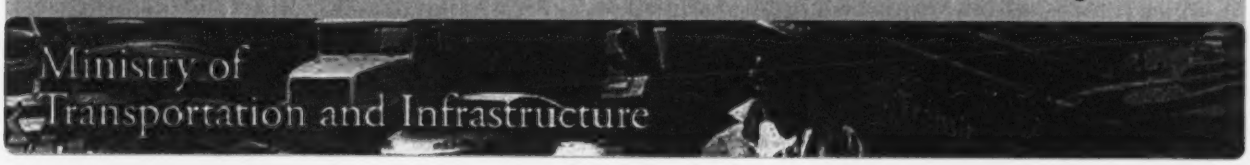
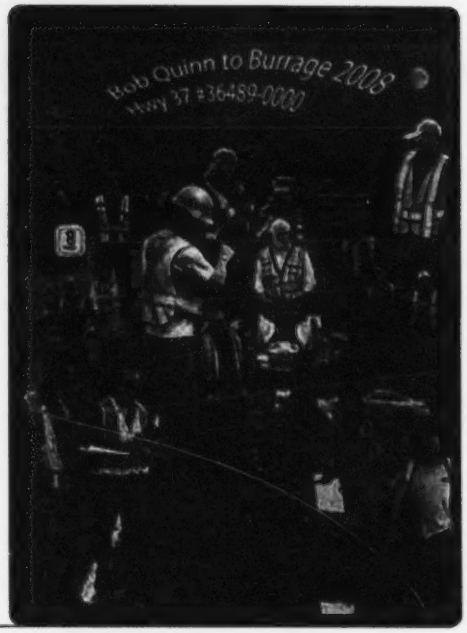


Project Pride Depicted in Poster

Ministry Representative with Field Services Bob Petho says this poster was produced by "the creative wing" of LB Paving, just before a project was completed on Highway 37, in July.

Bob appears in the top right corner of the poster. The rest of the workers are employees with LB Paving. The work took place between Bob Quinn and Burrage airstrip, and entailed re-construction of 4.4 km of Burrage Hill and paving of 36.5 km.

"An excellent project – weather was not a factor," says Bob. "The crew was terrific, and demonstrated a very high degree of pride." ♦



A Picture Paints a Thousand Words, or more...?

Submitted by Joey Alain, A/Manager Systems Services

They say a picture paints a thousand words. So how many words could over 300 pictures paint? That's how many images the Southern Interior Regional office is currently displaying in their newly constructed Digital Picture Frame Project.

Crystal Chenier came up with the idea for an attractive and informative changing photo display for the Regional Office lobby.

The idea, pioneered by Crystal Chenier, involves three state-of-the-art picture frames which rotate photos submitted by employees from all across the region. Each frame is dedicated to displaying pictures related to one of three categories: Recognition, Events, and People. Conveniently, the showcase is located directly outside of the Regional Director's Office and provides clients using the lobby with something colourful and meaningful to look at.

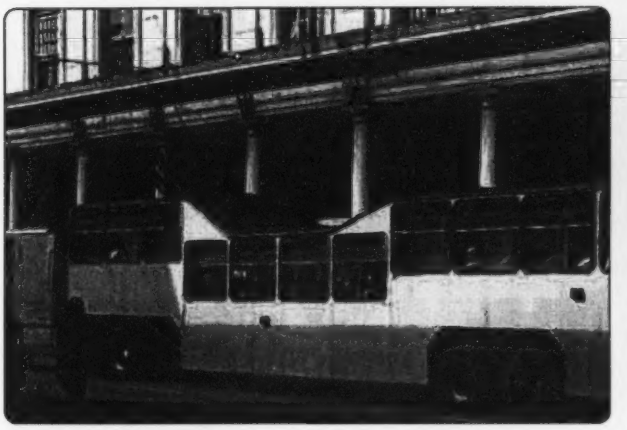
The current count of over 300 is expected to grow steadily over the months as more and more people submit their photos for inclusion in this digital showcase. Our hats are off to Crystal for her extremely creative and forward thinking which helped to bring this wonderful concept into fruition. ♦

Photos submitted by staff give visitors to the Southern Interior Regional office more than 300 changing views of the ministry's employees and achievements.

Transportation Observations in Cuba

Submitted by Nick Leatham, Commercial Transport Inspector

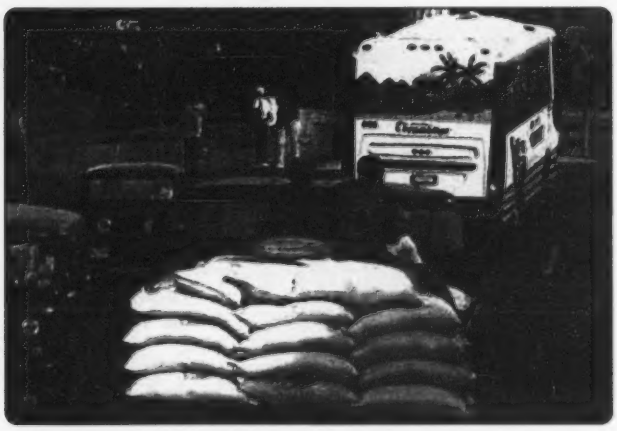
These pictures are from my honeymoon trip to Cuba. There are a lot of different ways to go about things over there. Many things just wouldn't cut it over here. Improving safety on the highways is not the priority it is here in B.C., with Commercial Vehicle Safety and Enforcement, at the Ministry of Transportation and Infrastructure. Makes you feel good to be living in and working for the Best Place On Earth! ♦



It's said that they can fit hundreds of people in the trailer "Camel Bus" during rush hour.

The Coco cab was like a taxi, just smaller. Wouldn't want to be in that, the way they drive around there!

One of the many old cars that are around Cuba, and get passed down from generation to generation.



Cuba differs from B.C. in terms of load security and the transportation of passengers.

Guatemalan Bus Crash Investigated by CVSE Staffer

Submitted by Rob Richardson, Senior Area Vehicle Inspector

The Ministry of Transportation and Infrastructure and CVSE were asked by the Government of Canada to assist in the investigation of a horrific bus crash in Guatemala that occurred on February 29, killing 56 people. The request for assistance came from the Guatemalan Public Prosecutor's office to the Canadian Ambassador to Guatemala. Maryse Guilbault, the embassy's Political Counselor, passed on the request to S/Sgt Vianney Tremblay, the RCMP liaison officer, who covers Mexico and Central America.

S/Sgt. Tremblay set about putting together a team of Canadian experts:

- **Robert Richardson**, Mechanical Inspector with the B.C. Ministry of Transportation and Infrastructure in Nelson, B.C.
- **Sgt. Larry Bellows**, Collision Reconstructionist from Westlock, Alberta
- **Cpl. Peter Holmes**, Collision Reconstructionist from Cranbrook, B.C.

Our team flew to Guatemala on June 15. We initially met with the senior prosecutor in charge of the case, and his assistant, to conduct a detailed review of the file. We also appeared before the judge responsible for overseeing the investigation and were granted official legal status as experts. This entitled us to investigate the accident and to submit evidence about our conclusions. We were to testify at a special hearing that would to be held before our return to Canada. This would avoid us having to return to Guatemala later for court purposes.

CVSE Mechanical Inspector Rob Richardson removes the front wheel of the bus to examine the brakes, while Collision Reconstructionist Sgt. Larry Bellows looks on.

On June 18, our team went to the crash scene to take measurements and photographs, and analyze the overall context in which the accident happened, in an attempt to determine its causes.

The next day, we went to the compound where the remains of the bus were stored and I conducted a mechanical inspection. The bus had been cut into pieces to facilitate its removal from the scene. The chassis had been cut from the body and then the chassis itself had been cut in two. This left me with only the foundation brakes, lines and hoses to inspect as all other controls were destroyed in the body of the bus. The bus originally was equipped with an air-over hydraulic brake system, and at some point in time only the rear brakes were modified to a straight air brake axle. This would lead to improved braking on the rear axle of the bus while not on the front brakes.

Human transportation in Guatemala.

We spent the next six days going over our findings. The RCMP put together a collision reconstruction report while I prepared a mechanical inspection report. We then arranged to have them translated into Spanish.

On June 26, the Canadian team members appeared in court, filed the reports and testified about the findings. The hearing attracted considerable local media attention. TV news cameras captured the proceedings from a room adjacent to the courtroom.

Our conclusions were damning. The straight air brake axle, on the rear of the bus, was probably contributing about 70 per cent of the vehicle's overall braking capacity, due to the fact that the air brake components were now larger than the old air over hydraulic system. The left rear brake was so worn that it had cammed over (in other words, did not work), the right rear brake was out of adjustment, and at the time of my inspection, its travel measured 2 1/2 inches. Although the front brakes were in poor condition, they initially provided about 30 per cent of the bus' braking capacity. However, overheating caused by the brakes being steadily applied over a distance of approximately 14 km on the continuous seven per cent downgrade would have eventually caused them to fade. By the time the bus reached the El Chilero curve, about two km from the bottom of the slope, the brakes would not have been working at all.

The bus also had a series of other defects that contributed to its instability: the steering mechanism was loose, the suspension was badly worn and different-sized tires were installed on the same axle. Had any bus travelling on a highway in Canada been found to be in this condition, it would unquestionably have been taken off the road.

The critical curve speed at El Chilero, in the centre path of travel, is 106 km per hour and the bus was unable to make it around. Two of its tires blew out, causing the rims to leave gouge marks in the road surface. The bus jumped a narrow concrete median, crossed the oncoming lanes and left the roadway. It then traversed a 30-foot deep gully and struck the dirt embankment on the other side head-on, instantly crushing most of the passengers seated in the front end to death, before finally rolling over and coming to rest.

The bus, which had a maximum seating capacity of 48, had been carrying 82 passengers. Forty-seven of them died at the scene. Nine more died in hospital later that week and three remained in critical condition, one of them in a coma.

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Guatemalan Bus Crash Investigated by CVSE *continued from page 39*

It seems certain that there will be further proceedings arising out of this accident and that the evidence provided by Canadian experts will play a key role. That Guatemala sought help from Canada in this high-profile case shows the confidence it has in this country's expertise, and specifically that of the RCMP.

The RCMP in turn asked CVSE to assist in this investigation which shows the confidence that the RCMP has in vehicle inspectors from B.C.

Guatemala is a not a safe place to visit. Armed people are everywhere. They stand with pistol grip shotguns at most establishments in Guatemala City, and they ride shotgun on beer and pop trucks. Armed police or army personnel showed up everyday at 8 a.m. to guard our hotel. On days when we went to work or were traveling somewhere, our driver (who was also our bodyguard) would pick us up at the hotel. He carried a side arm for protection. I was astonished to see the prosecutor check his side arm in at the Guatemalan Court House.

The most interesting information about this trip to CVSE staff may be the obviously poor condition of the vehicles on the road. It was not uncommon to see buses that were missing every second wheel nut on the front wheels, loaded with passengers in the downtown area. Guatemala does not have any regulations regarding mechanical condition and very little regulation regarding drivers' licences.

Even though safety was a concern, I enjoyed my trip to Guatemala to help a country that was in need of experts to aid them in understanding how and why a bus crashed and killed 56 people. If asked, I would go again to assist a poor country in improving safety on its roads.

The author would like to thank Cal Deedman for permission to use excerpts of the article he wrote about the bus crash for the RCMP Gazette. Cal Deedman is a Crown Counsel for the B.C. Ministry of the Attorney General and has travelled extensively to Guatemala to assist their legal personnel in crime scene investigation. ♦

Living the Dream – Fireworks, Festivities and the Great Wall

Submitted by Pat Egan, Second Floor Host, BC Canada Pavilion

Hello from Beijing, the British Columbia Canada Pavilion and the 2008 Summer Olympics!

Pat Egan has hiked 14 km of the Great Wall of China and used various methods to get down.

One World, One Dream is the theme. Well Grant Lachmuth and Nancy McLeod have already – and I am definitely getting to – live part of that dream. It is hard to believe it is four days into the Olympics already, as I write this. No medals yet for Canada, but we are still in there for a number of the team sports; rowing is our big chance. So my Olympic experiences so far have been watching street and subway shutdowns as dignitaries are safeguarded, the elimination of private passenger vehicles on the roads, and what rain does to bring a blue sky. There is no doubt that some of the haze here in Beijing is due to the humidity at 35 degrees.

On opening night, we hosted the Friends and Families of the Olympic Athletes Event at the pavilion. We brought in Canadian TV coverage of the ceremony so we could all watch in English. You probably heard it in Canada! I refer to the standing ovation cheer of the family members, and us, from our BC Canada Pavilion, as we watched our Canadian team enter the Bird's Nest Stadium! Then WOW, as the Olympic flame was lit, Tiananmen Square also proved I was right – the Chinese are the master of fireworks! I have not in my (ahem!) many years, seen so much sky lit up for so long, as I saw then. We had an excellent view from our patio in front of the pavilion – what a prize location we have!

The men and women's bike races started at Tiananmen, so word of mouth gave us the five-minute warnings they were coming! Both times I showed up at six minutes after trying to politely get out of meetings. Oh well, apparently at the B.C. house during the Torino Olympics, tickets from corporate sponsors would appear. We will wait with great hope that we will see an event.

Well today I saw my first 10 live pandas at the Beijing Zoo. The old guys were just sleeping in the heat, but the younger ones were a hoot to watch.

continues on the next page...

Living the Dream –Fireworks, Festivities and the Great Wall

continued from page 40

I've hiked and stair-climbed 14 km of the Great Wall in 35 degrees. I now know the definition of "The sweat poured off him." Well worth getting that way, definitely a World Wonder. The Chinese provide interesting methods of getting off the wall and the hills they are on; so far a luge ride and a zip-line over a river, yee-haw! Lots of temples seen too!

Beijing is a modern and cosmopolitan city. The history, shopping, Olympic gardens and architecture are all incredible and the night lighting artistic. Food is available from all cultural backgrounds, and the variety of Chinese cuisine is endless. They have provided for the Olympics lots of English and a subway system that will soon surpass that of London and New York. Go anywhere for 30 cents, incredible! Take a bus and do it for 15 cents.

Well hope you are all watching the Olympics during your times off. Have a great summer in the Best Place on Earth! (It is still true.) See you in the fall, Prince George. ♦

The Opening Ceremonies fireworks at Tiananmen Square, photographed from the pavilion.

Water Cube and Beijing Judged as Dazzling

Submitted by Louise Kennedy, Senior Budget Analyst

I was in Beijing in April, officiating as a judge for Canada at the Synchronized Swimming Qualification Tournament. This was part of the "Good Luck Beijing" series of qualification and test events that were being held prior to the Olympics. Canada had to qualify at this competition in order to compete at the Olympics – and we did! The Water Cube and Bird's Nest facilities are amazing and unique pieces of architecture.

Beijing struck me as a place of extreme contrasts between the very rich and the very poor, between brand new and ancient. Thousands of full grown trees were being planted along the major routes in order to improve the air quality. I have never seen so much traffic, but it moved in spite of itself! I even tried the subway and it was great. Taxis were plentiful and with our little cards printed in Chinese characters we could just point and go. Taxis were very cheap, as were most things.

The volunteers were very friendly and helpful, treating us with much respect (actually it was embarrassing to have everyone stand up and bow when you entered a room). In April, there was a lot of construction and road work going on 24/7 and although it looked like much more had to be done, there was no doubt the city and the country would be ready in August to host the Olympic Games.

I came away with life-long memories and about 300 pictures! ♦

The exterior of the Water Cube Aquatics Centre, where Louise Kennedy judged Olympic qualification and test events.

Heart and Stroke Big Bike – Brenda's Bikers

Submitted by Bobbie Mitchell, Team Co-Captain

Our team of fun-loving riders hit Victoria's streets on June 4, and we pedaled our hearts out in memory of our friend Brenda Bulmer. She was the angel on our shoulders as we listened to the Beach Boys, cheered, made lots of noise and used our water pistols on surprised but supportive pedestrians.

We raised $4,000 for the B.C. chapter of the Heart and Stroke Foundation and we thank everyone so much who generously pledged our riders and donated money. Special thanks to Ivana Mazuch for her famous cake which raised $350! After the ride, we learned that our team had won the Team Spirit Award and we were honoured to have Lorne Bulmer attend the presentation event. We would not have had such a successful ride, nor won the award, without the enthusiasm, organization, encouragement, good natured prodding and challenges of our Team Captain, Monique Meek. Thanks, Monique!

We all had a great time, while fondly remembering Brenda and her family. ◆

Colorful garb, Beach Boys tunes and plenty of cheering earned Brenda's Bikers the Team Spirit Award.

CVSE Employees Wave the Flag

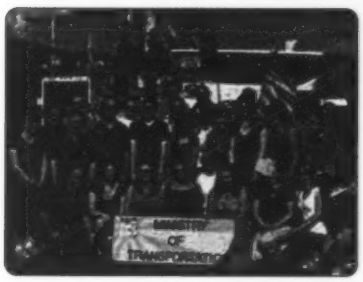
Submitted by Derek Drummond, District CVSE Manager

Peace District CVSE decided to enter the Fort St. John Canada Day Parade with hopes of increasing the CVSE public profile, and ended up walking away with first prize for single vehicle entry. It was an excellent opportunity to meet the public in a positive environment and to fly the CVSE colours in the Peace. The staff were pleased with how the event went and intend on entering again next year! ♦

CVSE staff Hank Glover, Darren Anderson and Wade Johannsen show their community spirit at the Canada Day Parade in Fort St. John.

Highway Wheelers Raise Research Funds

Submitted by Crystal Chenier, Secretary



The Highway Wheelers raised $2,604 on their Big Bike ride for heart and stroke research, in Kamloops, in May. Not only did the 29 Southern Interior Region employees contribute to a good cause, but they had a good time doing it! ♦

Annual South Interior Region Barbecue – July 29

Submitted by Crystal Chenier, Secretary

Regional Manager of Engineering Don Shaw and Social Club Coordinator Crystal Chenier cooked up some fun in their best barbecue attire.

Carmone Allen was the happy winner of the 50-50 draw.

Pam Merkley and Marilyn Wargo, visiting from Strategic Human Resources in Victoria, enjoy the Kamloops hospitality. ♦

SIR and NR Face Off in "Kick Some Grass"

Submitted by Susan Randle, EIT

On June 7, 2008, the Southern Interior Region and the Northern Region faced off for the soccer championship in Williams Lake. The prize? Bragging rights and an environmentally friendly recycled trophy provided by the Northern Region. The competition was tough with approximately 14 members showing up for each side – Southern Interior sporting traffic-cone orange, and Northern safely navigating the field in high-visibility vests.

While NR came to the game with a horde of young players, SIR had them evenly matched with seasoned veterans of weekend games with Ministry of Forests and Range in Kamloops. Both teams came to the field with high spirits and great attitudes, creating a fun-filled (although still mighty competitive) atmosphere of good sportsmanship.

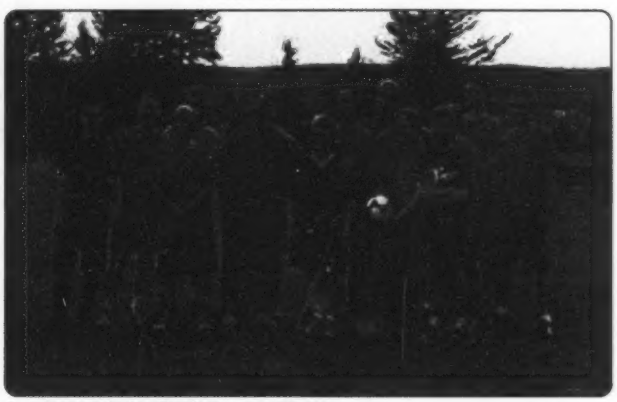
Half time saw the game tied 1-1. The second half was played with rigorous energy, starting out with Northern Region leading 2-1, until a goal with two minutes left tied the game and sent it into sudden-death overtime. By then most team members were tired, out of breath, and some were sporting boo-boos from spectacular goaltending and antics on the field. The game that was scheduled to be played for one hour ended up a two-hour soccer spectacular, with local Williams Lake residents out to watch the excitement.

Northern Region won the game 3-2 during an hour-long overtime. The entire field breathed a sigh of relief as they wobbled off the field in anticipation of refreshments and food at the ensuing barbeque.

Sustenance was served up by Margaret Henley and her husband Roland of the Cariboo District in Williams Lake. Burgers, hotdogs, and a bevy of sides (potato salad, chips, fruit, pop and water) were served to the well-deserving players. Unfortunately, the afternoon wore on and mosquitoes began to make an appearance, so the stiffening players staggered back to their respective transportation (SIR in carpools, and NR in a bus) for the trip back home.

The rematch is scheduled for September. Watch out, Northern Region, Southern Interior is determined to claim the trophy this time! ♦

Northern Region's lineup of players.



Southern Interior Region soccer team.

Kamloops "Dirty Dozen" Claim Inter-Ministry Title

Brent Persello, Manager, Environmental Services

The Dirty Dozen, a mixture of Kamloops district/ regional staff and a few spouses/partners, cut a wide swathe through the competition from the likes of the Ministry of Environment, Ministry of Forests, B.C. Timber Sales, and Integrated Land Management Bureau. This motley crew rolled undefeated through the Aug. 9 inter-ministry softball tourney in McGowan Park. As if there was ever a doubt! The keys to victory included timely hitting, stellar defence, and some well-placed refreshments to keep up energy reserves. ♦

Pictured Back Row: Darren Lincoln, Dave Pehl, Tracy's beau (Dennis), Tony Price, Mike Pearson Middle Row: (L-R) Dave's Belle (Jen), Reid Drummond, Kathy Crowe Front Row: (L-R) Carolyn "wheels" Turcotte, Tracy Leclair, Kathy Strobbe, Brent Persello.

Hostage Crisis in Island District Office

Submitted by Lori Wiedeman, Assistant Director of Human Resources

How in the world did the Assistant Director of Human Resources end up held hostage in the Nanaimo district office? Well, in order to tell you that tale, first you'll need a little background...

You may remember that about two years ago, I took on the role of A/Director, Human Resources Branch for 16 months during Marilyn Wargo's absence. When Marilyn returned in October 2007, I had a unique opportunity. It was a chance to ask for feedback on my performance from my peers and superiors, and also from the staff of the HR branch – and to use that information to guide my development further under Marilyn's watchful eye.

With Marilyn's return, I took on a different set of duties. Our office had grown and changed and so we had new expectations and profile (also known as the Corporate HR Plan). As I found myself slipping back into the old camaraderie, I was forced to ask myself some challenging questions about how I approached my work, and whether I was seeing any manifestation of the changes I had planned to achieve.

Although I felt that I was able to take action on the areas that the HR team felt needed improvement, I didn't feel that I was tackling the larger issues – namely increasing my ability to "see the bigger picture" and "add strategic value" to the organization through my decisions.

More and more, I felt that I needed to gain some operational perspective and I decided to pursue a temporary assignment. To do this, I needed to have a clear vision of what I wanted to achieve from the experience.

I decided to use my Employee Performance and Development Plan (EPDP). Knowing full well that Marilyn's plans for my development focused on me being in the HR Branch, that she would be retiring soon, and that I didn't have much time left – I added the following to my EPDP:

"Short Term Goal – To experience an operational role in the organization so that I can better understand the impact of HR policies and practices and plan for future interactions with clients based on that understanding. This experience will also increase credibility with clients and allow me to be more strategic when rolling out corporate and ministry HR policies."

Fortunately for me, Marilyn is the wonderful, supportive and caring person that she is. It turns out that with the retirement of Peter Wightman, and Barb Thomas' ascendancy to the District Manager throne, there was a gap forming in the Nanaimo District Office. What's more, it was a "Lori-sized" gap!

District Manager Barbara Thomas tries to retain Lori Wiedeman in the Vancouver Island District Office, in Nanaimo.

With great excitement, and not a little nervousness, I joined the office on June 2, for my whirlwind two and a bit months as A/Operations Manager.

In reflecting on my experiences, I can't help but compliment the district staff for how welcoming, tolerant, warm hearted, knowledgeable, and just downright fun loving they are (wait – are they laughing AT me or WITH me?). One of them even let me stay in her home and take care of her cat! Talk about experiencing the TRAN family culture.

Just to begin with, I have to comment on the experience of a site visit. Coming from headquarters, I had my eyes opened through experiences such as a trudge around Mudge (an island accessible only by boat and then a three-hour hike to see all the roads), a road trip out Bamfield way to met with the Huu-ay-aht First Nation, a climb into a culvert on Highway 4, a ride along with CVSE doing mobile inspections, and various trips to view, photograph, and make comments and recommendations on our extensive side road network.

This glimpse into the day-to-day lives of our district staff culminated in a meeting that was held in the main office with a number of residents who were unhappy with a road that has been sealed with graded aggregate. I watched as our staff dealt with the issues with professionalism even when comments changed from constructive, to personal, increasing the tension. Interestingly, from my perspective, the skills that staff use in diffusing these situations, and those needed for working on interpersonal office and supervisory/staff challenges, are very similar.

continues on the next page...

TRAN Who's Who *continued from page 47*

I also got to practice, hands-on, the power of coaching as a management tool. Coming from a place where I was seen as a "technical" expert, to a role where my staff was far more knowledgeable than I, was very humbling. In working through issues, I had to ask more questions, find out what had been done/who had been consulted so far, what the recommendations were and why – rather than just providing "the answer". I really felt that I was facilitating decision making which was very empowering in itself.

Being able to rely on your basic interpersonal skills while in a totally new environment was a new experience for me and one I recommend highly.

One of the best experiences of the assignment was working with Barb Thomas and the management team on their vision of the district. Being in a new role and working for someone relatively new in her role as well, was a great opportunity to hear her thoughts on the district's strengths, areas for improvements and future goals.

As a management team, we identified areas for improvement and have started the initial planning for the Work Environment Survey unpacking session for the district which will be in September.

A further area that was identified was the fact that as a district with many senior staff who have developed long standing relationships with external stakeholders, it is easy to rely on existing relationships to identify problems. With the expected change in staff through retirements and other movements, Barb wanted to explore how to ensure that we are proactive vs. reactive in dealing with issues in the future. How do you transfer a network that it takes a career to build?

This experience has reinforced for me how interconnected all of our roles really are and that our skills sets are more transferable than many of us imagine. I fear that I will become a huge proponent of developmental experiences and challenging others to step outside their comfort zone. I'm leaving the Vancouver Island District with a soft spot for all the folks I got to work with, and who were so willing to share their knowledge.

In closing, the fundamentals I learned in my time as an A/Operations Manager in Nanaimo are that the only sure things in life are death and taxes, and never, EVER buy property at the bottom of a hill. As Bob Hickman said to me, "You have learned a little, but what you have gained is perspective". How true.

Oh – and it turns out it seems they liked me too. Unbeknownst to me, Barb was planning to keep me – Marilyn should expect to see a ransom note in the mail any time now... ♦

Editor's Note: Lori was subsequently released from captivity Aug. 6 and is now back at her HR post in Victoria. A ransom of an undisclosed value was paid by Marilyn Wargo for Lori's safe return.

The Changing Face of Field Services

Submitted by Raj Gill, Quality Management Assistant

Field Services has had significant staff changes this year. We would like to welcome newcomers, congratulate those that have new roles and wish those who have departed from Field Services all the best.

Rob Sylvester, Gary Stewart, and Doug Kidd have joined the Field Services management team in Kamloops. Rob, Gary and Doug are a welcome addition and will hopefully relieve the workload for the management group with the increase in the capital program.

Stef Condotta, Mike McLaren, and Al Scharien have new roles within Field Services as Ministry Representatives. Stef, Mike and Al bring a wealth of knowledge, positive perspective and strong moral and ethical values to their new roles.

Carrie Doyle, Florian Kund, Eric Robinson and Steve Sirett have all secured permanent Engineering Assistant positions through the Technical Entry Level Program (TELP). We value their youth, energy and enthusiasm which will help provide another piece of the succession puzzle in creating a great future for Field Services and the ministry.

Through the competition process, we welcome back Brad Roberts who has rejoined Field Services as an Assistant, while Blake Evans and Renato Suarez have joined as Field Services Aides. We are

Submit your stories and photos:

If you want to submit stories and photos send your Word files and photos to: RoadRunner@gov.bc.ca

TRAN Who's Who *continued from page 48*

happy to bring on Brad, Blake and Renato, and with their knowledge and skills, they will be a very welcome addition to our group.

Terri Graham, previously from the SIR Regional Office has joined Field Services as the Office Manager. We are very happy to have Terri join us with her bubbly personality and positive attitude! Kathy Crowe is returning to the BC Public Service Agency. Thank you Kathy, for your short, but invaluable stay with Field Services. We wish you all the best in your return!

Congratulations to Greg Loewen and Lionel Lafrance who have both recently retired. Greg and Lionel have done incredible work for the ministry and we will miss them more than words could ever say! We wish them all the best in their retirement!

Al Wall has joined the Nelson District Office as a Highway Design Technician, while Steve McCuaig has left the ministry to pursue other interests.

Thank you to Loren Cusator, Aaron Seilis, and Kelly Bullivant for spending their summer with us. They will be returning to school in the fall and we wish them all the best in their studies.

Al Scharien

Blake Evans

Brad Roberts

Carrie Doyle

Doug Kidd

Florian Kund

Gary Stewart

Kathy Crowe

Mike McLaren

Renato Suarez

Rob Sylvester

Stef Condotta

As you can see, there are many changes to the face of Field Services. It's reflective of the ever-changing work we do, and the delivery and variety of projects we complete, which links to the satisfaction we get in completing that work. We love it! If you have the opportunity to come across some of the folks above, take the time to say hello and introduce yourself - we're all in this together! ♦

Steve Sirett

Terri Graham

Submit your stories and photos:

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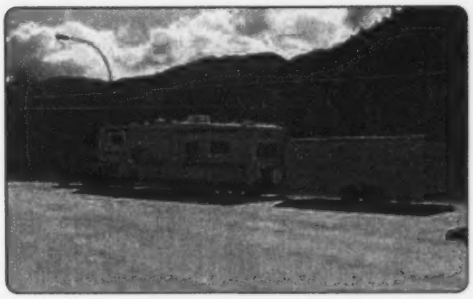
CVSE Catches Bad Combo

Submitted by Greg Bruce, Inspection Station Supervisor



This truck was hauling an RV and a Corvette!

This vehicle combination was stopped July 15, at the Tete Jaune Inspection Station. As this vehicle combination is illegal in B.C., it didn't take much to have the inspectors look at it. The cargo trailer was connected to the 5th wheel unit with a class 3 hitch with an equalizer hitch. There were numerous cracks in the hitch.

The vehicle's operator drove from New Brunswick and was planning on going to Vancouver, Prince George and Alaska, then to exit B.C. on Highway 3. This would have been 5,500 km around B.C., so everyone could have seen this one if we hadn't stopped it. There was a Corvette in the car hauler.

This was definitely an accident waiting to happen! Good work Tete Jaune! ♦

Greg Loewen's Retirement Celebration

Submitted by Keith Callander, Director Provincial Field Services

Greg and his wife Karen are planning a cruise holiday.

On July 24, a celebration was held at the Hume Hotel, in Nelson, to commemorate Greg Loewen's retirement after an incredible 35 years of service. Approximately 30 of Greg's close friends and fellow workers gathered for dinner and cocktails to send Greg and his wife, Karen, into the next step of their journey together... RETIREMENT!

Greg began his illustrious career with the Design and Surveys Branch in 1973, after graduating from BCIT. After a couple of years of gaining experience in the Victoria area, Greg decided it was time to see the province, so he bid and was successful on a job with the Construction Branch (some might say "infamous"), presently known as Field Services, Grading, where he remained throughout his career.

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Onto New Vistas *continued from page 50*

Greg's first assignment in construction was on the Stewart-Cassiar Highway. Since then, Greg's work experience includes the Mica Highway, all three phases of the Coquihalla, numerous jobs in the Kootenays, and most recently, the Kickinghorse Canyon Project.

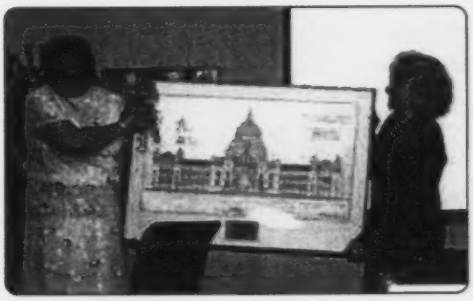
As Karen intends to work for another year, Greg will assume the domestic duties and take care of all those "honey do" projects that have accumulated over the years. Greg and Karen are also planning a much-deserved cruise in the not-so-distant future!

Field Services will truly miss Greg's expertise and dedication to both the ministry and the public. To quote from Greg's parting remarks, "I would like to say a huge thank you to all that I had chance to work with over these 35 years, who gave me both great support as well as opportunities."

Greg took great pride in delivering quality projects on behalf of the ministry, causing as little disruption to the public as possible. Congratulations Greg – we wish you and Karen a long and healthy retirement! ♦

Kathie Miller Moves onto Travel Adventures

Submitted by Kirsten Pedersen, Policy Director



Kathie Miller and Kirsten Pedersen with print of the B.C. Legislative Assembly architectural drawings.

A retirement celebration was held for Transportation Planning and Policy Assistant Deputy Minister Kathie Miller, in Victoria, on July 24. After 14 years with the ministry, and 20 years with the federal government, Kathie was retiring!

Partnerships ADM Frank Blasetti was the Master of Ceremonies and kicked the event off to a great start by introducing Minister Kevin Falcon. The minister presented Kathie with flowers and a print of a joyous Marilyn Munroe at the Vancouver International Airport. The picture was taken of Marilyn on July 24, 1953. Quite a coincidence that the month and day were the same as Kathie's farewell party!

Deputy Minister John Dyble then spoke of Kathie's many significant accomplishments over the years. On behalf of Executive, John presented her with a silver Spirit Bear pendant.

The Transportation Planning and Policy Department gave Kathie a magnificent framed print of the original Rattenbury architectural drawings of the B.C. Legislative Assembly. It was presented by Policy Director Kirsten Pedersen and Kathie's then Executive Assistant Jo-Ann Clar. The inscription reads:

Presented to Kathie Miller
Assistant Deputy Minister, Transportation Planning and Policy, July 2008
We honour your exemplary commitment to serving the citizens of British Columbia through your leadership, grace and vision
With our appreciation, Your friends and colleagues at the Ministry of Transportation

Although Kathie will be fondly remembered and missed, we wish her all the best in her exciting adventures to come. In late August, she plans to visit Scotland and Ireland and future travels may include exotic locales such as Turkey. How exciting! ♦

Tom Bayntun – 35 Plus Years of Public Service

Submitted by Dianne Friend, Regional Administrative Clerk

Tom Bayntun (left) is presented with a gift by Kevin Baskin.

A luncheon held on July 30, in honour of Tom Bayntun's retirement from government service, was attended by many of his friends and colleagues from Victoria, Kamloops, Prince George and the South Coast Region.

Tom began working with the ministry in the summer of 1972, as a summer student, and then in 1973, in Victoria, as an engineering aide in the Bridge Branch. From 1976 to 1983, he worked with the bridge resurfacing crew all over the province. We believe there is not a bridge in the province that he has not worked on.

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Onto New Vistas *continued from page 51*

In 1985, he came to the South Coast Region and was the assistant supervisor on the Alex Fraser Bridge project. Since then, Tom has worked primarily in that region. His current project is the Pitt River Bridge where he will continue to work, although for the "dark side". The ministry will surely miss his knowledge, expertise and attention to detail. We are proud of Tom's diligence in always producing an excellent product.

Editor's Note: Tom later advised, "There are a few bridges that I have not worked on, but not too many". ♦

Tom Bayntun (back row, second from right) has worked on bridge projects throughout British Columbia.

Ken Cullen Retires After 36.5 Years with Ministry

Submitted by Bob Penner, Manager, Field Services

On April 9, the Vernon Army and Navy Club hosted a retirement luncheon for Ken Cullen, after 36.5 years of service with the Ministry of Transportation.

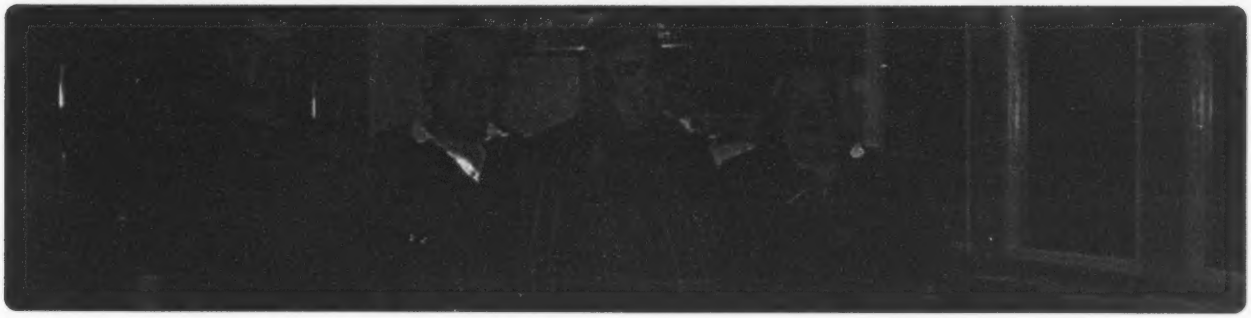
Ken was accompanied by his wife Sharon and son David, as well as many past and present co-workers, friends and industry personnel who celebrated his accomplishments over the years and wished him well on his retirement. Many past sealcoat projects were reconstructed and re-sealed, and many construction stories embellished upon by all during the afternoon. To a stranger listening into the conversation, it would have sounded like these guys had built and sealed every road in B.C. twice over – or was it three times?

Ken was presented with a digital camera as a retirement gift from his crew and the ministry. Ken stated he would get lots of use out of the camera as he plans to travel the coast of B.C. in his fishing boat, in the coming years. "The boat is moored in Bella Coola, fuelled and ready to go," he said.

Everyone wished Ken and Sharon the best for the future ♦

Stefano Condotta presents Ken with a gift from his crew and the ministry.

Ken plans to do some fishing.



Stefano Condotta, Keith MacNeil, Ken Cullen and Wayne Nordstrom celebrate Ken's long history with the ministry and reconstruct past road building achievements.

BRITISH COLUMBIA
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Ministry of Transportation and Infrastructure
Staff Roundup

Stephanie Shaw has joined the Deputy Minister's office as Executive Assistant.

Jennifer Cownden has recently joined the ministry as Executive Coordinator for Highways ADM Mike Proudfoot. **Sue Pauwels** has returned to her role as Area Manager in the Courtenay Area Office.

Barb Kuhuke is the new Executive Clerk for the Highways Department.

John Dowler has been appointed as Acting Executive Director, Properties and Business Management Branch, while the process takes place to fill the position permanently.

Sandra Carroll who was Executive Director, Properties and Business Management Branch, is now the Assistant Deputy Minister of the Transportation Planning and Policy Department.

Claims Adjusters **Cecile Frost** and **Mel Kitson** have retired from the Construction and Maintenance Branch's Claims Unit. **Cecile Frost's** position is now filled by **Erinn Hughes**. Erinn has worked as an insurance broker and has been looking forward to moving to the "adjusting" side of the business after a decade on the "selling side".

Erinn Hughes

Mel Kitson's posting is now held by **Dixie Vaughn**. Dixie graduated from Mississippi State University and Mississippi College School of Law. Originally from Gulfport, Mississippi, Dixie is thrilled to be working for the B.C. government.

Dixie Vaughn

Scott Maxwell is a recent addition to the East Kootenay District where he is joining the Operations Group working as Area Manager, Roads in the Invermere area.

Scott recently completed a nine-month training posting in the Creston area as Area Manager, and prior to that he was an Assistant Area Manager in the Cranbrook office.

Cliff Razzo has joined the West Kootenay District as Area Manager Roads working out of Creston office. Cliff has a Mining Technology Diploma from BCIT.

Dawn Major is now Deputy Director, CVSE Branch. Dawn has been with government since February 1985, starting as a "Weighmaster" in Golden. Her primary responsibilities will focus on the operational aspects of the CVSE program.

Brian Cassell is the CVSE Provincial Training Coordinator, which is a new position. Brian is based out of Kamloops. He brings over 25 years of experience in law enforcement and training to his work. ♦

Submit your stories and photos:

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